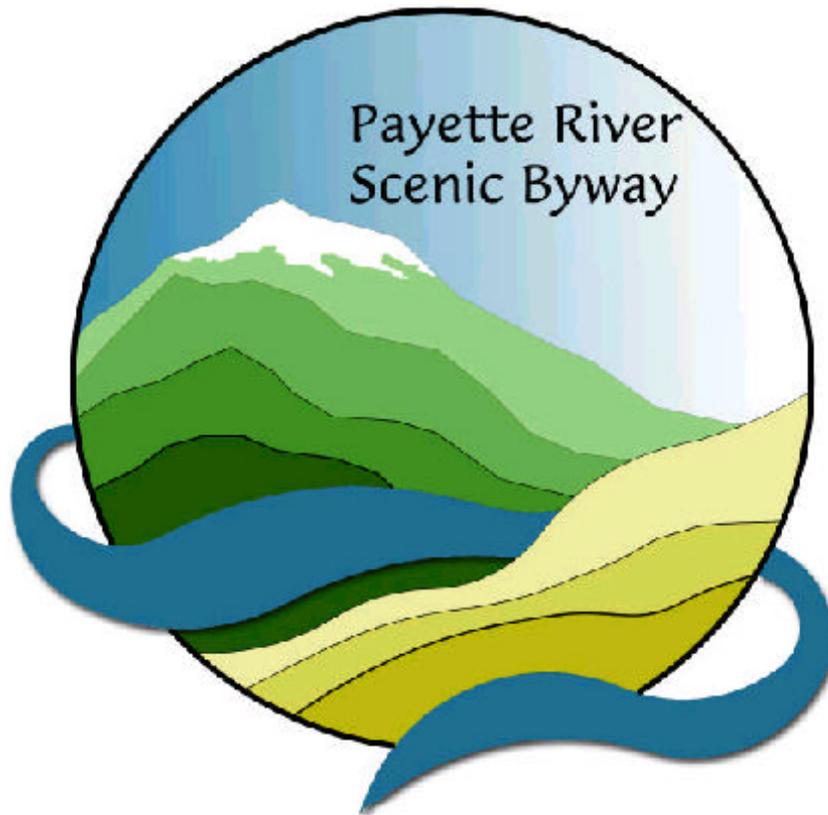


PAYETTE RIVER SCENIC BYWAY CORRIDOR MANAGEMENT PLAN



Provided By:
Sage Community Resources

Provided For:
Idaho Transportation Department

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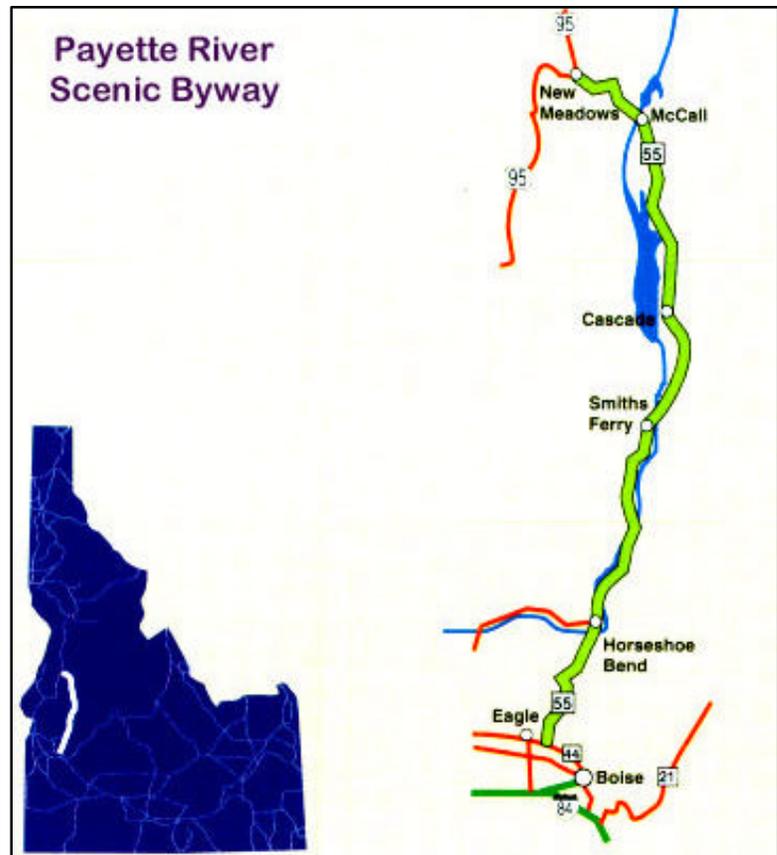
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CHAPTER I

*Introduction to the
Payette River Scenic Byway*

CHAPTER I
Introduction to the Payette River Scenic Byway

A. Welcome to the Payette River Scenic Byway

The Payette River Scenic Byway follows Idaho State Highway 55, from the City of Eagle, north to the junction of State Highways 55 and 95 in the City of New Meadows. Diversity in terrain, climate, viewsheds, vegetation, communities, and land uses abounds along this 112-mile cross-section of central Idaho. The linear north-south byway meanders, curves, and glides through foothills, mountain valleys, canyons, forests, and wide-open valleys with expansive vistas. For approximately 20 miles travelers are lulled by the flow of the Main Payette River and exhilarated by the turbulent North Fork of the Payette River. Lake Cascade, with its beauty and wildlife, can be glimpsed around the corners of the mountains and through the “Long Valley” surrounding it. The spectacular view of Payette Lake set among the mountains and trees is a thrill for the first time traveler to the City of McCall. The intrinsic qualities of the Payette River Scenic Byway make traversing it an experience to treasure. It is the hope of the individuals who have cooperated in this plan, that this effort will ensure its current course and quality is maintained.



Payette River at Dawn
Photo: Kirk Keogh

B. Overview of the Payette River Scenic Byway

The Payette River Scenic Byway bisects four counties (Ada, Boise, Valley and Adams) and six incorporated cities (Eagle, Horseshoe Bend, Cascade, Donnelly, McCall, and New Meadows). The northern terminus of the Payette River Scenic Byway is at the junction of State Highways 95 & 55 in the City of New Meadows. The southern terminus is at the junction of State Highways 44 & 55 in the City of Eagle.

Population

Located just west of the Idaho's capitol city, Boise, the City of Eagle is the largest city on the byway, and had a population of 11,085 in 2001.¹ The resort community of the City of McCall, located on Payette Lake, has the second highest population at 2,084². The City of Cascade, located in the Long Valley area, has a population of 997.³ The Cities of Horseshoe Bend, New Meadows, and Donnelly are much smaller communities with populations ranging from 138 to 770.⁴

Land Ownership

As the Land Ownership Map in Appendix A shows, there are a variety of landowners along the Payette River Scenic Byway. Landowners include private landowners and public land managed by the United States Forest Service, the Bureau of Land Management, the Bureau of Reclamation, and the Idaho State Department of Lands.

Elevation and Precipitation

There is a tremendous variation in elevation from the southern end of the byway in Ada County where the elevation of the City of Eagle is at 2,565 feet, to the northern end of the byway where the elevation in New Meadows is 3,868 feet. The City of McCall area has the highest elevation along the byway at 5,031 feet. Comparably, the higher elevations in the City of McCall result in higher annual precipitation. In the City of McCall, the cumulative average annual snowfall is 173.4 inches, and rainfall is 28 inches. In the City of Eagle the cumulative average annual snowfall is only 21.6 inches and rainfall is just 11.7 inches per year.⁵

Vegetation

The vegetation along the byway reflects the changes in climate, from a high mountain desert to mountain forest. As the Vegetation Map in Appendix A shows, from the southern end of the byway in the Treasure Valley to the City of Horseshoe Bend the

¹ United States Census Bureau, 2001.

² Ibid.

³ Ibid.

⁴ Ibid.

⁵ Idaho Department of Commerce, Community Profile, 1999.

vegetation is largely grassland with some agricultural land. As the elevation climbs, forested cover assumes dominance. The area from the City of Horseshoe Bend to the City of Banks is a transition area from grasslands and deciduous trees to conifers. As the elevation continues to increase, the vegetation is primarily coniferous. This is evident in the Cascade and McCall areas. In the Meadows Valley area of Adams County, the elevation decreases and the vegetation is a mix of conifers and high mountain grasslands or meadows.

Land Use

The land use along the byway is very diverse. The Vegetation Map located in Appendix A, helps visualize the land uses found along the byway. In the steadily growing City of Eagle, land use is categorized urban or developed, shown by the (color) areas. In contrast, the pink areas on the Land Use Map indicate agricultural land use. In the small community of the City of Horseshoe Bend there is some agricultural use of



*Hay being baled in rural Ada County.
Photo: Kirk Keogh*

land. However, the majority of farming, ranching and grazing land is in the valleys around the communities of Smiths Ferry, Cascade, and from the area at the northern end of Cascade Lake near the City of Donnelly to the City of McCall. As the Vegetation Map demonstrates, there is a vast amount of forest uplands along the byway. Predominant land use in these areas is timber and mining. The vast amount of forest uplands along the byway illustrates historically significant land uses and industries of timber and mining.

Economy

Today, natural resources are still the backbone for most of the local economies along the byway. As one travels the byway, people can witness ranching and farming. The logging trucks and sawmills reflect the presence of the timber industry. Even the recreation industry relies on natural resources for fishing, white water adventures, boating, wildlife viewing, hunting and hiking. The United States Forest Service is also a major contributor to the local economies of the area by providing jobs, overseeing timber sales on Forest Service land, and providing access to recreation.

As Idaho shifts from the natural resource base of the past, the rural communities along the Payette River Scenic Byway are struggling. In 2000, the unemployment rate for

Adams County was 12.4% .⁶ The rural communities of the Cities of McCall, Donnelly and Cascade all had unemployment rates of 9.5% for the same time period.⁷ These rates were significantly higher than the statewide unemployment rates of 4.5% for 2000.⁸ The unemployment rate for Valley County was 7.4%. While the unemployment rate in urbanized Ada County, was 2.7% in 2000. These figures illustrate that although the urban areas of the state are economically stable, the rural areas of Idaho are struggling economically.

⁶ Idaho Department of Labor.

⁷ Ibid.

⁸ Ibid.

CHAPTER II

*Heritage of the
Payette River Scenic Byway*

CHAPTER II

Heritage of the Payette River Scenic Byway

A. Introduction

The Payette River is a ribbon through the tapestry of Idaho history. The river is not so much a destination as it is a journey through time. The people and events associated with the river stretch thousands of years back in time, creating continuity and generational ties between the past and present, and the old-timers and new arrivals in Idaho.

B. Eagle: “A Slow Moving Place”

When the General Land Office opened Township 4 North, Range 1 East and West to settlement in 1868, homesteaders rushed to file claims on the fertile banks of the Boise River. They filed under the Homestead Act of 1862, the Timber Culture Act of 1873, and the 1877 Desert Land Act. Most of the settlers raised livestock and cash crops such as wheat, corn, sugar beets, hay, alfalfa, and peppermint.

By 1904, the nucleus of farms and small businesses was known as Eagle. The community was reportedly named for the birds that roosted in the cottonwood trees along the river. Two years later, the Eagle Drug Store opened at the present location of the town’s most famous historical landmark, Orville Jackson’s Drug Store.



Eagle Grocery was located where a Chevron gas station now exists.

Soon, Eagle was a full service town boasting an Odd Fellows Hall, hotel, school, lumber yard, flour mill, community hall, and two grocery stores. In 1930, a livestock ranch on Eagle Island became the Eagle Island Prison Farm.

Inmates supplied the old Idaho State Penitentiary in Boise with milk and fresh vegetables. The prison farm, closed in 1974, is now part of Eagle Island State Park.

Today, the City of Eagle is no longer a “slow moving place” as one local once described the town. Although the area still retains much of its rural character, Eagle is increasingly popular with newcomers seeking a “small town” escape from city life.

C. The Bend in the River

In 1862, prospectors found gold in Boise Basin, located east of Horseshoe Bend on the other side of Boise Ridge. Their discovery led to one of Idaho's largest gold rushes. A year later, the basin's population swelled to between twelve and fourteen thousand people.



Horseshoe Bend, circa 1912.

Horseshoe Bend was established when miners headed for Boise Basin settled on river to wait out the winter snows. For a short time the town was known as Warrinersville, after a local sawmill operator.

In 1867, the name was changed to Horseshoe Bend. That year, a Kentucky miner named Felix Harris built a toll road to Placerville. It was rumored that Harris sometimes collected \$1,000 a day in toll fees paid with gold. After the gold rush subsided, Horseshoe Bend developed into a prosperous ranching and logging community.



*Horseshoe Bend school on Jackass Creek, circa 1895.
This school served the community for over twenty years.*

D. The Snake Brigades

In 1818, fur trappers working for the Hudson's Bay Company named the Payette River in honor of their comrade, Francois Payette. A French-Canadian fur trapper who explored much of southwestern Idaho, Payette initially worked for the Pacific Fur Company, an ill-fated American enterprise owned by John Jacob Astor.



Although no image is known to exist of Francois Payette, historians do know how trappers working for the Hudson's Bay Company dressed.

From 1820 to 1845, British, Canadian, and American fur companies competed for beaver pelts in Oregon Country, which included present day Idaho. The hat-making industry alone used an estimated one hundred thousand pelts each year to meet the demands of the European aristocracy and upper class merchants and businessmen. The British-owned Hudson's Bay Company worked hard to trap out all the beaver, creating "fur deserts" to discourage American encroachment on the lucrative trade.

In 1837, Payette took charge of Fort Boise, the HBC's fur-trading post on the Boise River near present-day Parma. One visitor to the fort described the trapper as a "merry, fat, old gentleman," with impeccable manners. In 1844 he retired from the company and returned to the family farm in Quebec. Two years later, the British abandoned their claim to the Oregon Country. Changing fashions, overtrapping, and pioneer settlement heralded the end of the fur trade.



Britain relinquished its claim to the Oregon Country in 1846. Mexico ceded the Southwest in 1848.

E. The North and South Wagon Road

As you travel north towards Banks from Horseshoe Bend, look for the old state wagon road on the west slope above the Payette River. In 1911, the Idaho Legislature appropriated \$20,000 for the construction of a "north and south road" from Boise to the Payette Lakes. Ada and Boise Counties contributed another \$8,000 to help complete the road.

After much debate about the "best route" for the wagon road, the attorney general for Idaho ruled that as its name suggested, the legislature intended the road to follow a north-south course as much as possible. Not only was the North Fork Payette River the straightest route in that respect, it was also the cheapest to build.

It cost \$4,600 to reconstruct and add six miles to an existing road between Boise and Horseshoe Bend. The route then followed a settlers' road from Horseshoe Bend to Banks. The next eighteen miles from Banks to Smith's Ferry were built on an abandoned road originally constructed around 1902 by the Payette Lumber and Manufacturing Company. This stretch, surrounded by steep, rocky slopes and a raging river, proved the most difficult and costly to repair. The wagon road commission, at a loss to accurately estimate the cost for reopening the road, finally convinced a Boise contractor to perform the work for \$16,000 plus ten percent. When the actual cost proved too great for the budget, engineers for the Idaho Northern Railroad helped finish the road. From Smith's Ferry, the wagon route followed an existing stagecoach road through Round Valley to Long Valley.



Stage at Smith's Ferry, circa 1900.

F. Eagle Eye and Indian Charlie

Native American peoples were the first to explore the Payette River and its tributaries. They were familiar with the river and its abundant natural resources long before the fur trappers arrived. Yet the river was more than just a source of food for the Indians. It was part of their cultural landscape, and a place of spiritual inspiration.

Historically, the rivers and mountains of central Idaho were home to small bands of *tukudeka*, or “mountain sheep eater” Indians. The *tukudeka* were primarily Shoshone, although some bands included Northern Paiute and Nez Perce Indians as members. Official government records describe the Shoshone families living in winter villages on the lower Boise, Payette, and Weiser Rivers, as “Weiser” Indians.

By 1876, tensions were mounting in Idaho between Euroamericans and the territory's various Indian tribes. Mining and settlement delivered the final blows to a relationship already strained by Oregon Trail emigration through Indian lands. The Nez Perce War erupted in 1877 after Chief Joseph refused to move to a reservation. A year later, open conflict broke out when Bannock Indians discovered hogs and cattle trampling camas fields near present day Fairfield.

Although the Weisers were not involved in the uprising, they were blamed for the murders of three ranchers near Cascade. The Sheepeaters were similarly accused of killing two settlers on the South Fork Salmon River, and five Chinese miners on Loon Creek, a tributary of the Middle Fork Salmon River. During the Sheepeater Campaign of 1879, U.S. Army troops forcibly removed the Weisers and other Shoshone bands to a reservation in Lemhi Valley. In 1907, the Lemhi Reservation was closed and its occupants transferred to the Fort Hall Reservation.



Takuarikas, a Sheepeater woman captured during the campaign of 1878-79 and taken to the Fort Hall Reservation. She was later photographed in McCall, Idaho. Takuarikas and her family continued to hunt and fish at Payette Lake well into the twentieth century.

Yet two bands evaded the reservations, and for a while lived quietly on the Payette River. Indian Charley and his family settled on Dry Buck Creek, about a mile south of Banks. Eagle Eye and his followers moved into Dry Buck Valley in the mountains above Indian Charley's place. They adopted many of the habits and customs of the white settlers moving into the area. They built log cabins and frame houses to live in; raised horses, cattle, chicken, and pigs; and planted apple orchards and vegetable gardens. The men found work in local sawmills and on the farms in Jerusalem Valley.

In the 1890s, Indian Charley and Eagle Eye filed homestead claims on their lands. It was an unusual move, and the only one of its kind in the state. Although several white settlers protested the filings, others who knew Indian Charley and Eagle Eye asked the Commissioner of Indian Affairs to let them pursue their claims. The matter was dropped after Indian Inspector William McConnell, an ex-governor of Idaho, reported that the Payette bands were self sufficient, and better off than their counterparts on the Lemhi Reservation.

In 1896, Eagle Eye died after a mishap in a placer mining accident. A year later, tragedy struck again when Indian Charley died. Their families continued to live on the homesteads. Shortly after the turn of the century, and for reasons unknown to historians, Indian Charley and Eagle Eye's descendants left the area for the reservation.

G. Banks: The Humble Homestead

In 1908, a young rancher named Merle Banks filed a homestead claim on the Payette River below its north and south fork tributaries. He filed under the Forest Homestead Act of 1906 because his claim was located inside the Payette National Forest. The act opened agricultural lands in national forests for settlement. Homesteaders could apply for 160 acre parcels on the condition they cultivated the lands.



Merle Bank's cabin. His barn wasn't much bigger.

Banks was a rancher, not a farmer. His modest cabin aroused the suspicions of Forest Supervisor Guy B. Mains, who believed that Banks' interest in the claim originated with the lumber industry's plans to build a railroad up the river to haul timber out of Long Valley. Banks and other ranchers wanted the railroad to ship their livestock to Emmett stockyards on the Oregon Short Line, a subsidiary of the Union Pacific Railroad. Otherwise they had to trail their livestock into town, taking "meat off the hoof."

In 1911, the Oregon Short Line began construction on the Idaho Northern Railroad from Emmett to Long Valley. That year, the federal government withdrew all of the public domain lands not covered by pending homestead claims within a quarter mile of the Payette River for power site purposes. The reason? Reclamation Service engineers and farmers in the lower Payette Valley feared that private power companies would build a dam on the river restricting their access to the water.

The railroad was completed in 1913, and Banks leased the Oregon Short Line a right-of-way through his claim. The Forest Service finally approved his homestead application after he planted crops on the claim. The General Land Office issued Banks a patent for the land in 1914. In 1916, President Woodrow Wilson issued an executive order withdrawing the town site of Banks from the public domain. Although a survey in 1920 laid out ambitious plans for the town, it never developed much beyond a railroad station.



Banks in 1913. The "town" didn't look much different when Donald Tanasoca stepped off the train in 1939. Tanasoca was a CCC enrollee from New York headed for Camp Gallagher on the South Fork Payette River.

H. Tie Cutters and Splash Dams

In 1881, the Oregon Short Line, a Union Pacific subsidiary, built a railroad across southern Idaho to Huntington, Oregon. The demand for railroad ties prompted Coe & Carter, who ran tie yards for Union Pacific in Wyoming, to set up logging camps along the North Fork Payette River at Smith's Ferry and Long Valley. The company hired three hundred men to cut and float ties down the river.



A Boise-Payette Lumber Company chute greaser. Sometimes they used bear grease to coat the chutes.



Splash dam on the North Fork Payette River.

In 1902, the Payette Lumber & Manufacturing Company, a Minnesota firm, acquired thirty-three thousand acres of state timber in Long Valley. The company built a large splash dam below Smith's Ferry to control the passage of logs downriver to mills in Payette.

In 1913, the company merged with Barber Lumber, a Wisconsin outfit working in Boise Basin, to form the Boise-Payette Lumber Company. Boise Cascade Corporation, one of the world's largest forest product companies, traces its origins to the 1957 merger of Boise-Payette Lumber Company with the Cascade Lumber Company of Yakima, Washington.

Lumber companies used greased chutes to transport logs from remote areas of the forest. In 1924, a fire on Murray Creek, located about a mile south of the dam on the west side of the North Fork, consumed eleven miles of new chutes.

I. Smith's Ferry

Before the State of Idaho built the wagon road up the North Fork in 1911, a network of older roads on the ridge west of the river linked communities such as Payette, Emmett, and Horseshoe Bend with settlers living in Long Valley. This road, reportedly built by loggers working for the Oregon Short Line, descended onto the North Fork at what was later known as Smith's Ferry.



Just off the ferry...

In 1887, Clinton Meyers established a ferry on the North Fork to transport livestock en route to summer pasture in Round and Long Valleys across the river. The ferry was also popular with freighters. Meyers sold the enterprise to Jim Smith in 1891, hence the name Smith's Ferry.



Greeting the first train, 1913.



The Idaho Northern Railroad's train depot at Smiths Ferry.

In 1911 the Oregon Shortline began construction on the Idaho Northern Railroad from Emmett to Long Valley. Two years later the first train pulled into Smith's Ferry.

The North Fork's curves were dangerous and deceptive. One of the trains derailed in 1914, killing three of its crewmembers.

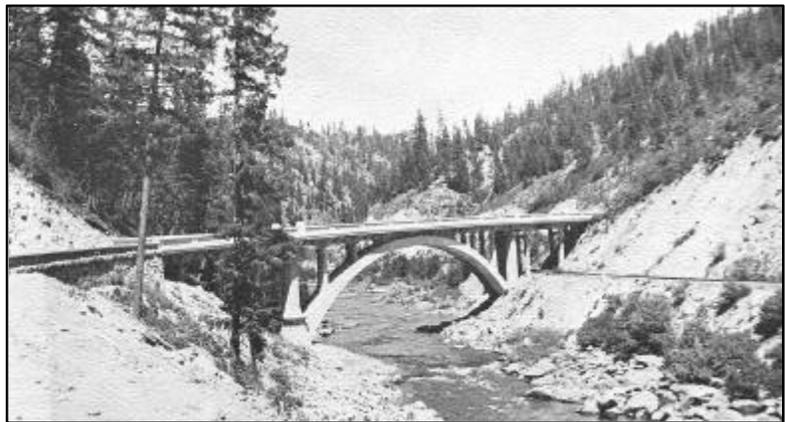
J. Rainbow Bridge: The Great Depression and the Works Progress Administration

In 1926, the U.S. Bureau of Public Roads approved a highway numbering system that assigned even numbers to east-west roads and odd numbers to north-south roads. The Payette Highway was designated State Highway 15, and later State Highway 55.

Although modern improvements to the Payette Highway reflecting new developments in road construction equipment began in the early 1920s, portions of State Highway 55 still consisted of graveled roads as late as 1938. Much of the work was done in the 1930s during the Great Depression. Idaho suffered more than other states in the Pacific Northwest during this time. From 1929 to 1932, the income of the average Idahoan dropped by nearly fifty percent.

In 1933, President Franklin D. Roosevelt implemented federal measures to help combat the economic crisis. These “New Deal” programs provided emergency funding for projects to reduce unemployment across the nation. Under the Public Work Administration, the Idaho Bureau of Highways received almost eight million dollars between 1932 and 1934 for “emergency” road projects.

The concrete bridge spanning the North Fork above Smith’s Ferry was built in 1933 with emergency relief funds. It exhibits an open-spandrel design introduced to Idaho in the 1920s and used in several locations and various scales throughout the state. Unlike the other bridges of this type, the North Fork Bridge has not been altered over the years.



Rainbow Bridge is one of the North Fork’s most spectacular features.

Charles A. Kyle designed the North Fork Bridge, which is known locally as the Rainbow Bridge because of its arch. Kyle was Idaho’s chief bridge engineer from 1919, the year the Idaho Bureau of Highways was established, until his death in 1936. The bridge, which cost \$74,000, was built by C.F. Dinsmore & Company, an Ogden construction firm with previous experience building bridges in Boise.

The Rainbow Bridge is listed on the National Register of Historic Places. As early as 1933 the bridge was recognized as one of the most beautiful in the state. The *Idaho Statesman*, which criticized bridges at the time as “stark, graceless structures,” observed that the Rainbow Bridge complimented its natural setting. Fortunately, it still does.

K. Round Valley and the Indian Potato

If you're traveling through Round Valley in late April or early May, look for the patches of blue to purple flowers in the meadows to either side of the highway. They are the flowers of the camas plant. The camas bulb was a staple food of the early Native American diet. Indians used sharpened and fire-hardened sticks to dig up the bulbs, which were usually harvested in early summer when the bulbs were mature. The bulbs, which are considerably smaller than the potatoes we eat today, were boiled, or steamed in rock-lined pits covered with earth.

Native Americans are largely responsible for the landscape you see today in Round Valley. They played an active role in the dynamics of Round Valley's environment for hundreds if not thousands of years prior to Euroamerican settlement in the 1880s. Fire was the most powerful tool at their disposal. Indians deliberately burned forests and meadows for a number of reasons, including forage regeneration, and campsite and trail clearing. Fur traders and Oregon Trail emigrants traveling through southern Idaho frequently observed Indian set fires in the mountains north of the Snake River Plain.

According to early settlers, Indians departing fishing camps on the North Fork Payette River set fires to clear the forest of underbrush and keep traditional campsites open. These fires were set in late summer and early fall, as Shoshone and Nez Perce left the valley for winter camps in lower elevations.

Indian burning enhanced camas and berry crops in Round Valley, as well as other plant species important to Native Americans' diet. Seasonal burning fertilized food plants in the valley and helped prevent undesirable species from invading the meadows. Hand tilling during gathering aerated the soil, creating conditions later receptive to the introduction of settlers' crops.

The rich camas fields made Round Valley a favorite place for ranchers to pasture their hogs in the spring. The severe winters discouraged settlers' attempts to homestead the area until the 1880s, but ranchers from Garden Valley, located on the other side of the North Fork Range to the east, fattened their hogs in Round Valley before selling them to Chinese miners in Boise Basin. Livestock grazing on traditional camas grounds eventually led to the Bannock War of 1878.



The camas plant, camassia quamash. The Northern Shoshone word for camas was "pasigo." Roughly translated, the word means "water lily" in the Shoshone language.

L. Alpha: The First Settlement

In 1883, James Horner settled on Clear Creek, north of present-day Alpha on the west side of State Highway 55 across from the Alpha Grange. Horner was from West Virginia, and arrived in Long Valley from California. He served in the Civil War with the pro-Union 5th Regiment of the California Infantry. Horner, who received a patent for his land in 1900, is regarded as the first homesteader in Long Valley.

In 1888, a post office at Horner's homestead established the identity of Alpha. The town was named after the first letter of the Greek alphabet in expectation that the last settlement in Long Valley would be named Omega—the twenty-fourth and final letter in the Greek language. Imagine her disappointment when the last settlement in Long Valley was named Lardo!

The official location of the town has moved south over the years as different settlers assumed responsibility for Alpha's post office. Today, Alpha is located on the old Herrick brother homesteads patented in 1908 and 1909. Coit and Urbain Herrick were two of the first rangers to serve on the Payette National Forest, established by President Theodore Roosevelt on July 1, 1908. Coit's homestead was designated a ranger station for a number of years. He and his brother were responsible for managing grazing on the mountain divide separating the North and Middle Fork Payette Rivers. Urbain's wife ran the Alpha post office from the 1920s to the 1950s.

The Alpha Grange

Have you ever wondered what a grange is? The National Grange of the Patrons of Husbandry was formed in 1867 by Oliver Hudson Kelley, a Department of Agriculture clerk. The Patrons of Husbandry was an agrarian organization that provided social opportunities for farmers to interact with one another. Granges were designed to break the monotony and isolation of rural farm life. Members met on a monthly basis to commemorate personal anniversaries, celebrate a community event, and discuss business while they enjoyed a meal together. They also acted as cooperatives for the purchase of farm equipment. Although the organization's constitution adopted a nonpartisan platform, local granges tended to support whatever political party or candidate embraced the farmers' interests.



The Alpha Grange was built in the 1930s.

Granges played an important role in rural communities long after the organization's national importance waned in the mid 1870s. It was just about that time that the first granges organized in Idaho. In 1909, the Idaho State Grange held its first annual meeting at Parma. Three county-level granges and twenty-three of the thirty-two local chapters were represented at the meeting. Granges experienced a resurgence in popularity during the 1930s, when the plight of farmers was once again a national concern.

M. Cabarton: The Company Town

In 1917, Boise-Payette Lumber Company moved its headquarters in Long Valley from Cascade to the North Fork's confluence with Clear Creek. Loggers named the new location Cabarton, after the company's manager, C.A. Barton.

Cabarton consisted of a hundred portable buildings that housed the company's one hundred-plus employees. The town had a post office, dining hall, community bathhouse, dispensary, company store, and school that taught grades one through eight. Single men were quartered in a bunkhouse; married couples were given one of the portables. Cabarton also had its own baseball team.



Cabarton, circa 1920s.

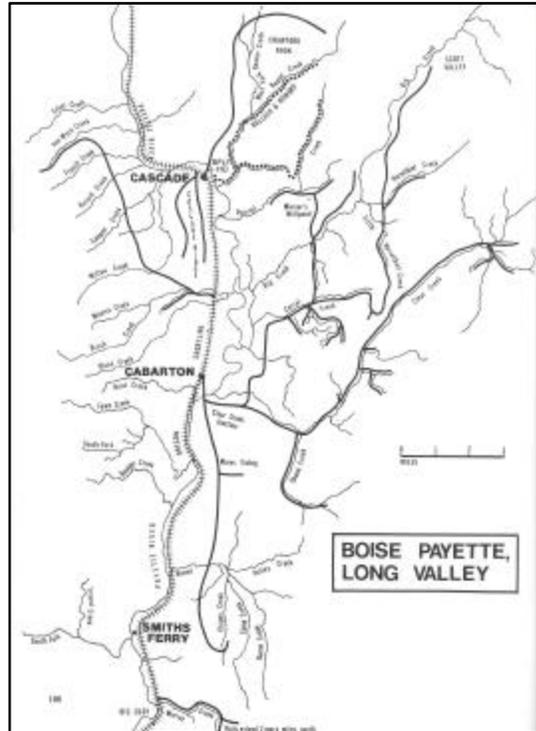
The Boise-Payette Lumber Company spent the next sixteen years logging Clear Creek and other tributaries of the North Fork east of the river. The company built a railroad up Clear Creek and established satellite camps to Cabarton to reduce the distance the men traveled to the woods each day.

In 1934, Boise-Payette Lumber loaded the company's portable buildings onto flat cars and shipped them to Donnelly. The buildings were deposited about a mile south of Donnelly. The new company town was renamed MacGregor after Edgar MacGregor, the woodsboss in charge of the loggers. The company spent the next six years cutting timber on Gold Fork River.

In 1940, Boise-Payette Lumber once again loaded the company town onto the railroad. This time their destination was New Meadows, where they incorporated into the town itself. The logging railroad era was over, and with it the need for company towns.



Camp B, in Crawford Nook north of Cascade, 1917.



Long Valley Railroads, 1920s.

N. Ho, for Thunder Mountain! Idaho's Last Gold Rush

In 1898, Ben and Lou Caswell discovered gold on Thunder Mountain, located in the Salmon River Mountains northeast of Long Valley. They recovered \$3,000 worth of gold in a two-week period using sluices, and \$4,000 during an even shorter run in 1899 using hydraulic giants. The rush was on!

From 1899 to 1904, Long Valley was a popular outpost for the Thunder Mountain gold rush. Towns like Van Wyck and Crawford, and Thunder outfitted merchants and miners headed north into Salmon River country. Thunder was unique because the town arose solely in response to the gold rush.



Ben, Lou, and Dan Caswell. In 1900, they sold their claims to W.H. Dewey, the founder of Nampa, for \$100,000. Unlike most of the miners who went to Thunder Mountain, they actually became rich!

It was located on Pearsol Creek, near the present Cascade Airport. The town survived for a short time after the Thunder Mountain gold rush collapsed in 1904.



Pack trains leaving Thunder, circa 1902.

In 1910, the town still maintained a general store, saloon, hotel, sawmill, livery stable, and Methodist church. Like other towns in Long Valley, Thunder faded into obscurity when the Idaho Northern Railroad bypassed the town and established a train depot at Cascade.

O. The First Inhabitants

Ten to twelve thousand years ago hunters on the prowl for game passed through Long Valley. Their quarry was much different, and bigger than the bears, elk, and mountain lions we see today. At the end of the Pleistocene Era, Long Valley probably supported populations of mammoths, bison, caribou, camel, horse, and large predators such as the Dire wolf and saber-toothed cat.



Mammuthus columbi

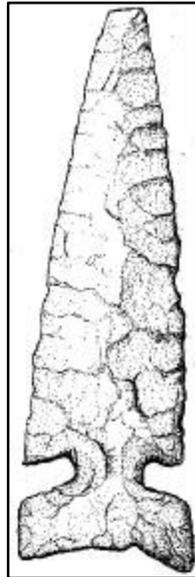


Camelops hesternus

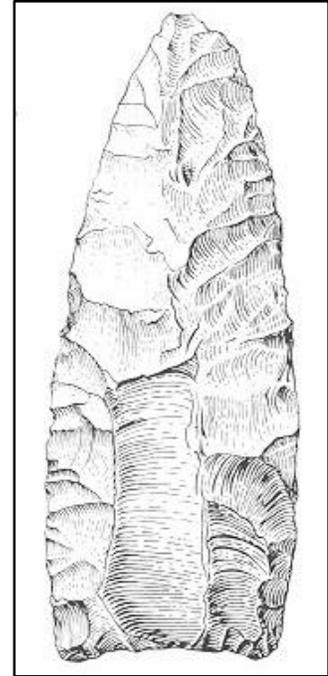
Clovis points like the one shown here were used between ten and twelve thousand years ago. One of the distinguishing features of a Clovis point is the elongated channel flake removed from the base of the tool. Clovis points are rare in Long Valley, and like all artifacts, are protected by law if found on public lands.

More recently, Long Valley was home to the Shoshone, Paiute, and Nez Perce Indians. Camas and salmon, both once abundant in the valley, are important to the tribes. Like other camas fields in Idaho, Long Valley was a rendezvous for cross-cultural trade.

Today, members of the Nez Perce Tribe and the Shoshone-Bannock Tribes still pass through Long Valley on their way to traditional fishing locations on the South Fork Salmon River near Warm Lake.



Northern side-notched points such as this one found near Cascade Reservoir were used between seven and five thousand years ago. These points were most likely used in conjunction with a launching device or throwing stick called an atlatl.



Clovis point, shown to scale.

P. Crawford and Van Wyck: The Lost Towns

In the mid 1880s, settlers began farming the North Fork's fertile river terraces. They raised hay to feed livestock during Long Valley's harsh winters, and planted hardy vegetables such as potatoes, cabbage, and rutabagas that could survive the spring frosts. Rutabaga pie, as a result, became a local specialty in Long Valley.

Despite the severe winter of 1887-1888, when many



Van Wyck street scene, circa 1900.

ranchers lost their entire herds, the valley's lush pastures continued to encourage homesteading in the area. In 1888 a post office was established at Levi Kimball's ranch. Kimball, from Illinois, named the new settlement Van Wyck after a prominent Nebraskan friend. Two years later another post office was opened at Crawford's homestead two miles east of town.



Van Wyck saloon. In 1915, the Idaho Legislature passed a law prohibiting the sale of alcohol. A year later there were no saloons advertised in the state's business directories. Congress passed the Eighteenth Amendment in 1919, making it illegal to manufacture and sell "intoxicating liquors" in the country. In Long Valley as in other places throughout the West, stills were hidden in the surrounding forest away from prying eyes. The Prohibition Era lasted until 1933.

By the turn of the century, there were three general stores, one saloon, a blacksmith, and a physician in Van Wyck. The town was also home to Long Valley's first newspaper, *The Times*. A decade later the town had added a dentist, livery, butcher, hotel, veterinarian, sawmill, clothing store, and another saloon to its business directory. The local bank and telephone company were located in Crawford.

Crawford and Van Wyck flourished during the Thunder Mountain gold rush. In 1904, Long Valley was designated the official mail route to the mining camps.



A Thunder Mountain packer in Crawford, circa 1900.

After the Idaho Northern established a train depot near Crawford's place in 1913, Long Valley's business district shifted to the railroad tracks. In 1915, Crawford's name was changed to Cascade.

All of Van Wyck and portions of Crawford were inundated when Cascade Dam was completed the late 1940s.



Crawford Mercantile, circa 1912.

Q. Cascade: Waterfall Changes in Long Valley

The arrival of the Idaho Northern Railroad was just the beginning of dramatic changes in Long Valley. The railroad created new markets for the valley's livestock and agricultural crops.



Laying railroad track to Cascade, circa 1913.

It was the logging industry, however, that shaped the character of Long Valley's newest community, Cascade. In 1923, J.P. Dion built a sawmill in Cascade after the Boise-Payette Lumber Company moved its headquarters south to Cabarton. Dion, an engineer by profession, built the company's sawmill in Emmett, and thought that he too, might enter the lumber business. The mill passed through several more owners before Boise-Payette Lumber purchased it in 1954.



J.P. Dion Mill, Cascade, circa 1924. The mill was largely rebuilt after Boise-Payette Lumber purchased the complex.

Another dramatic change occurred after World War II, when recreation became an important past time. This trend, influenced by increases in disposable income and leisure time, coincided with the construction of Cascade Dam and Reservoir in Long Valley.

Cascade Reservoir inundated much of Long Valley's historic landscape. Towns like Van Wyck, and Cascade Falls, a natural landmark historically significant to valley residents, disappeared as the reservoir filled.

Approximately twelve miles of State Highway 55 were relocated, as were nearly thirty-two miles of county roads and fourteen miles of the Oregon Short Line. Urban development and settlement shifted to the east side of the valley, close to the new transportation corridors.

In 1948, shortly after the dam was completed, the Cascade Chamber of Commerce advertised Long Valley as Idaho's next vacation center. Although traditional industries such as ranching continue to support the valley's economy, recreation is beginning to generate taxable income for Valley County.

R. Roseberry: A Lot of Pride for a Little Community

In 1907, twelve landowners formed the Roseberry Townsite Company to promote settlement of the community. They subdivided eighty acres into business lots that sold for fifty dollars each. Residential lots went for twenty dollars apiece.

By that time, Roseberry had a bank and hotel; a creamery, flourmill and lumber mill; general merchandise and hardware stores; and a two-story schoolhouse with not one, but two teachers; and two churches. The town soon grew to include a restaurant, brickyard, and bowling alley.

One merchant specialized in “confections, cigars, tobaccos, stationary and holiday goods. “Venders of intoxicating drinks” and “lewd or indecent resorts” were prohibited from purchasing property in the town. Even the community’s pool hall was respectable. Civic leaders, however, assured potential residents that Roseberry was not a “Sunday school town.”



Roseberry, circa 1905.



The Roseberry Store, 1912.

Roseberry, nevertheless, was a speculative enterprise built on the assumption that a railroad would eventually pass through town.

The community’s future turned bleak in 1914, when the Idaho Northern Railroad circumvented the town on its way to McCall. Roseberry merchants had little choice but to move their businesses a mile west to the railroad. The new town was named Donnelly, after a local homesteader in the area.



Roseberry band, 1911

S. The Finnish Legacy in Long Valley

There is a saying: “If you can’t see daylight through the wall of an old cabin in Long Valley, it was probably built by a Finn.” In 1903, an explosion in Hanna, Wyoming killed nearly three hundred miners. Finnish immigrants comprised one-third of the fatalities.

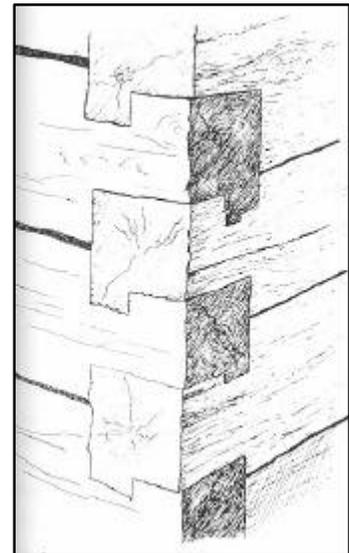


The Long Valley Boosters parade wagon, July 4, 1911.

Those who survived the disaster gave up mining for agriculture. Many of them moved to Long Valley, where booster clubs promoting settlement welcomed the new arrivals. Between 1904 and 1925 ninety homestead patents were issued to Finnish settlers in Long Valley. Most of them took up land on the east side of the river, between Donnelly and McCall, in settlements with names like Norwood, Elo, Spink, and Waino.

Although Finnish homesteads still exist along State Highway 55, they are hard to see from the road. You can see the quality of Finnish craftsmanship in the church located on the Farm to Market Road east of Lake Fork. It’s a small detour, and well worth the visit. The church, which is listed on the National Register of Historic Places, still serves the descendants of Long Valley’s Finnish pioneers.

The distinguishing characteristics of Finnish architecture include squared timbers that fit so tightly that no or little chinking is evident, and intricately carved notches such as dovetail and keyed notches. By the 1930s Finnish craftsmen were eagerly sought after for log building construction in southern Idaho. During the Great Depression, Long Valley Finns taught their techniques to young men enrolled in southern Idaho’s Civilian Conservation Corp camps.

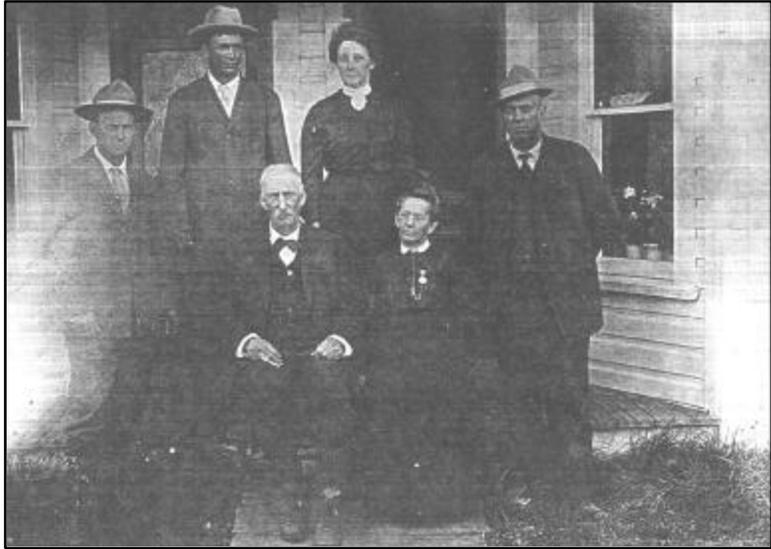


Keyed notch typical of Finnish log construction.

T. Lardo and McCall

Around 1890, Tom McCall traded a wagon and team of horses for a squatter's homestead where the McCall Hotel is now situated. With the assistance of his wife, daughter, and four sturdy sons, McCall enlarged the homestead to provide room and board for miners on their way to mining camps such as Warren in the Salmon River Mountains.

Lardo, located a mile west of the McCall place, was a small but thriving community predating the establishment of McCall. The town was located on a popular route linking Weiser, Council, and Meadows to Warren's gold fields. Lardo and McCall both had post offices. When fire destroyed Tom McCall's sawmill in 1896, it was rebuilt in Lardo. When Lardo's mill burned in 1905, Theodore Hoff and Carl Brown constructed a new one in McCall. This



The McCall Family.

good-natured rivalry between Lardo and McCall continued for many years; in fact, "Lardo" was often used to describe both communities until Lardo's post office was moved to the newly incorporated McCall in 1917.



McCall lakefront.

Payette Lake's recreation potential was advertised as early as 1905 in the *Idaho Magazine*, a booster publication circulated by the Pacific & Idaho Northern Railroad. The magazine promoted Tom McCall's waterfront property as an ideal setting for summer cottages. McCall, who earned more income from the hotel business than ranching, hoped to sell some of his land for development.

McCall is famous of course for its winter sports, most notably skiing. As a recreational past time the activity dates to 1924, when the Blackwells built a jumping platform on the slope of their property above Little Payette Lake.

That year also marked the beginning of the town's famous Winter Carnival, which included snow sculptures and dog sled races to Lardo. In 1937, Corey Engen, an Olympic medallist and one of the carnival's founders, directed the construction of a new ski hill west of McCall that was designated the Payette Lakes Ski Area. The ski area is located adjacent to Highway 55 on your way out of town. The Brundage Mountain Ski Area, located on the site of an old lookout, opened in 1961.



McCall skiers, circa 1930s.

In 1935, a Civilian Conservation Corps (CCC) camp was established on Payette Lake. The CCC was one of President Roosevelt's New Deal programs to combat the Great Depression.

In addition to their road construction projects, the CCCs built fire lookouts, dams, telephone lines, and "public service" sites later designated as campgrounds. Between 1935 and 1938, the CCCs built seven of the Forest Service buildings on Lake and Mission Streets, and eight of the SITPA buildings located next door.

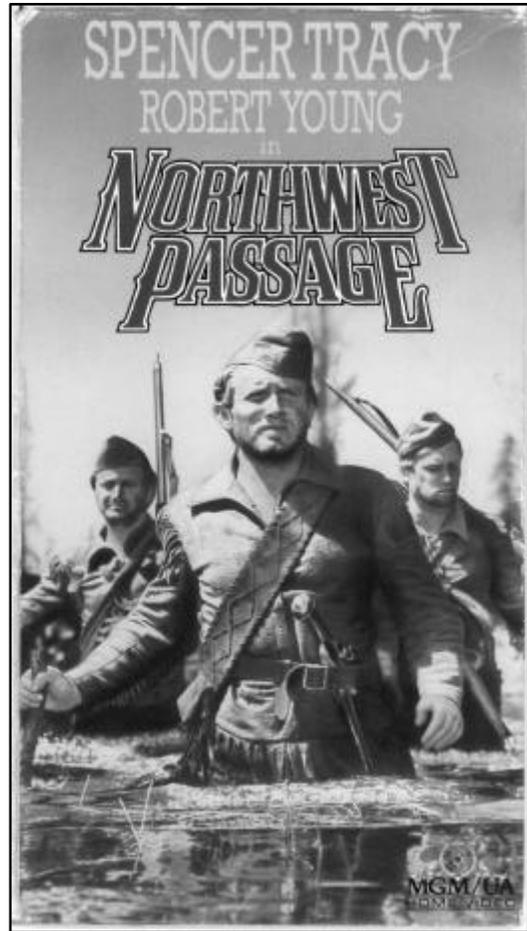


CCC Camp S-223, McCall, 1935.

Hollywood discovered McCall in 1936. *Northwest Passage*, starring Robert Young, Spencer Tracy, and Walter Brennan was filmed on the shores of Payette Lake. The production employed local men to construct film sets, and used CCC boys as extras portraying Indians and Roger's Rangers.

U. SITPA and the Idaho Idea

In 1902 Barber Lumber Company, a Wisconsin operation, and the Payette Lumber & Manufacturing Company, chartered in Minnesota, entered the Boise and Payette River drainages. Barber Lumber obtained over twenty-five thousand acres on Grimes and Mores Creeks in Boise Basin; Payette Lumber bought contracts for timber on thirty thousand acres of state lands in Long Valley. The companies organized independently of one another, but both had strong ties to Frederick Weyerhaeuser's logging empire on the Chippewa River in Wisconsin. Commercial export logging was unknown in southern Idaho prior to their arrival. What mills existed served the needs of local communities.



Northwest Passage, filmed on the shores of Payette Lake, depicts the French and Indian War Era, which lasted from roughly 1680 to 1763. The struggles of the era were as much about the French and British contest for North America as they were about Indian peoples' attempts to protect their homelands.



Getting the message out...

By 1904, the lumber companies worked cooperatively to protect their timberlands in the area. Each company loaned the other their woodsmen when fires broke out. Then, in 1905, Congress established the U.S. Forest Service to administer the nation's federal forest reserves. That summer, President Theodore Roosevelt created the Sawtooth Reserve, which was soon partitioned into smaller national forests.

The mountains surrounding the North Fork Payette River were included in the old Payette National Forest, which was consolidated with the Boise National Forest in 1944. Like the lumber companies, the Forest Service made fire suppression one of its first priorities.

One hot day in July 1908, Harry Shellworth, the land agent for the Payette Lumber & Manufacturing Company, was fighting a small fire on the ridge between Banks and Smiths Ferry when he encountered another man doing the same. “He was soot blackened and fire-grimed,” Shellworth later recalled, but instantly recognizable as Guy B. Mains, a logger from Wisconsin who was the first supervisor of the Payette National Forest. The fire had started on lands owned by the lumber company located within the national forest.



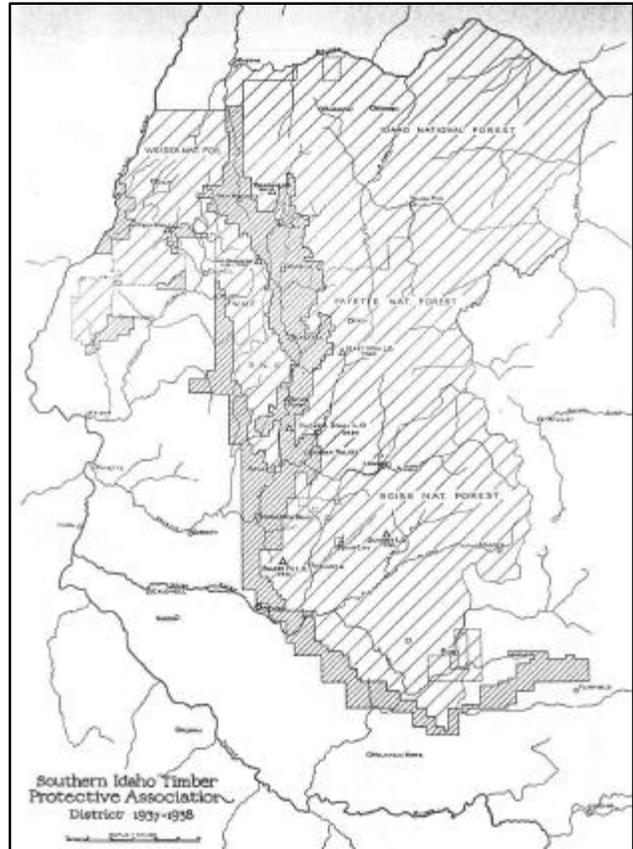
SITPA Board of Directors, 1929. Harry Shellworth, middle row, seated, third from left, was southern Idaho’s most influential timber industry representative for nearly forty years. In addition to his role in SITPA, Shellworth led the initiative for the Idaho State Forestry Law in 1925, and the establishment of the Idaho Primitive Area in 1931. Although a Republican, Shellworth’s reputation as a man who could get things done led Democratic governor C. Ben Ross to appoint him in charge of the Idaho’s state and private Civilian Conservation Corps camps during the Great Depression.

The two men sat down and discussed the need for a cooperative fire organization to oversee the private, state, and federal lands in the area. This was the beginning of an informal “gentlemen’s agreement” to protect the forests of the Boise and Payette River watersheds. The arrangement worked so well that they formally organized the Southern Idaho Co-operative Fire Protective Association in 1911. In 1919, the association changed its name to the Southern Idaho Protective Association, which was simply referred to as SITPA. This organization, as well as others in northern Idaho, was so successful that cooperative fire protection was often referred to as the “Idaho Idea.”

SITPA protected timbered areas along the North Fork by building telephone lines and constructing roads and trails to make it easier to report and fight forest fires. Private landowners who belonged to SITPA paid for its services by the acre. In 1937, for example, the organization charged three cents per acre.

In 1927, the organization established headquarters at Smith’s Ferry, which was centrally located between its patrol areas on the Boise and Payette National Forests, and the old Weiser National Forest. The organization’s headquarters are located in McCall.

Today, much of McCall’s history is on display at the Central Idaho Cultural Center. The center occupies the original SITPA buildings constructed by the CCC troops stationed in McCall during the 1930s. Local Finnish craftsmen Gust Lapinoja and John Heikkila cut and shaped the logs. These building are listed on the National Register of Historic Places.



Although the configuration of southern Idaho’s national forests have changed, SITPA’s role is as important as ever in protecting the state’s timberlands.



By 1937, SITPA had five lookouts including Brundage Mountain Lookout, shown here.

V. Packer John Park

After the gold discoveries of 1862, a packer named John Welch built a string of cabins from Lewiston to Boise Basin to cache supplies. One of these cabins, built in 1862 at the edge of Salmon Meadows on Goose Creek, was the site of Idaho's first Democratic Convention in 1863.



The original Packer John Cabin, circa 1901. Today, plans are underway to restore the current building to its historically accurate appearance.

Congress established Idaho Territory on March 4, 1863 from the remote mining camps of Washington Territory. The first territorial capital was in Lewiston, although most of the territory's population had shifted south to Boise Basin. In 1864, the legislature voted to move the capital to Boise, sparking a bitter feud with northern Idaho that continued for years.

By the 1870s Tom Clay occupied the cabin as part of his bi-weekly mail run from Council to Warren. The surrounding area developed as a ranching community known as Meadows. A post office established in 1883 provided mail service to Meadows residents until 1966.

In 1909 the site was recognized as a historical landmark and donated to the state. The original cabin was rebuilt around this time and again in 1953. In 1995, the state turned the site over to Adams County.

W. Meadows, New Meadows, and the Ambitious Colonel Heigho

In 1899, a wealthy group of investors in the copper mines of the Seven Devils Mountains formed the Pacific & Idaho Northern Railroad. The industrial magnate Edward Harriman, who controlled the Union Pacific and Oregon Shortline Railroads, supported the enterprise.

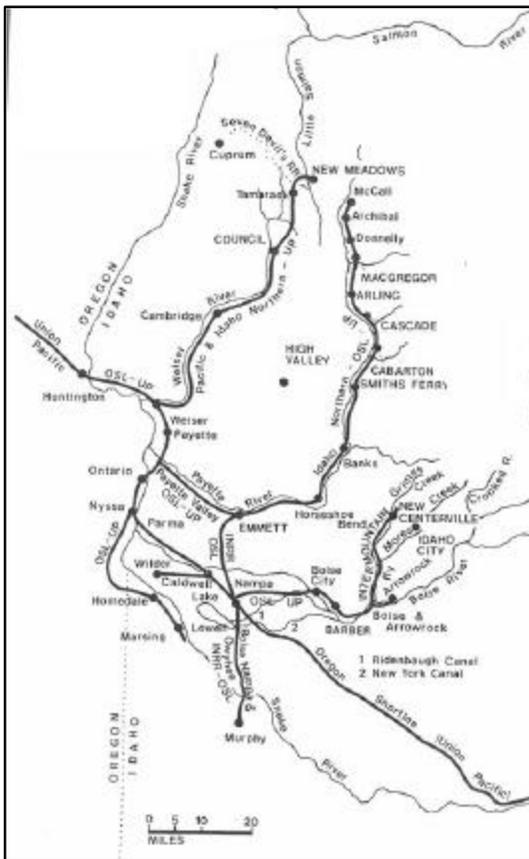
Construction on the Pacific & Idaho Northern, simply referred to as "The PIN," languished until 1910. Copper miners, in the meantime, built the Seven Devil's Railroad in anticipation that the PIN would soon reach the Little Salmon River. When the PIN failed to appear, the railroad and their mines went bust.

In 1910, James Hill, Harriman's rival at the Northern Pacific Railroad, renewed his company's claims to a right-of-way along the Weiser River. In 1911, the PIN was finally completed from Weiser to New Meadows. The company planned to extend the PIN to Lewiston, and build another line connecting it with the Idaho Northern Railroad on the North Fork Payette River. Neither project ever materialized.

Meadows, was a small but prosperous farming community at the time. Like its sister settlements in Long Valley, the town hoped to prosper from the railroad. Colonel Edgar Heigho had other ideas, however. As the president of both the PIN and the Coeur d'Alene Development Company, Heigho dreamed of establishing a new town on the banks of the Little Salmon River.



The New Meadows train depot. The Adams County Historical Society is currently restoring the depot for use as a museum. The building is listed on the National Register of Historic Places.



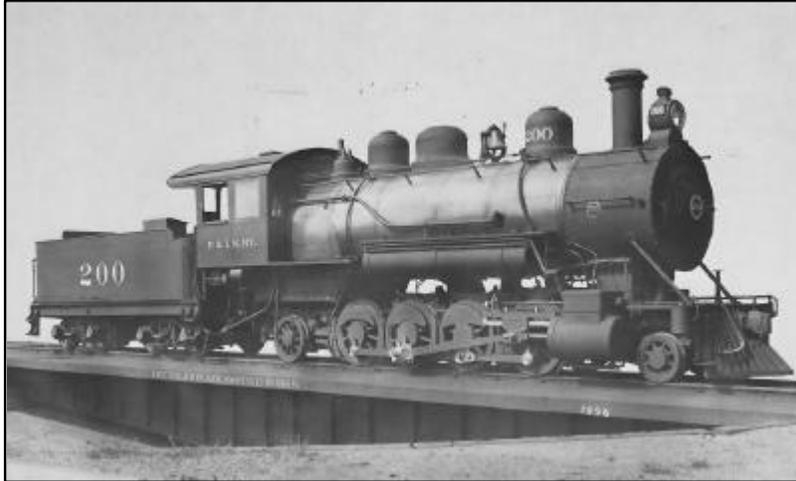
The railroads of southwestern Idaho.

The colonel possessed enormous energy and broad interests. In addition to his association with the railroad, Heigho was the president of the Central Idaho Telegraph and Telephone Company, the vice-president and director of the Weiser National Bank, and the director of the Meadows Valley Bank. Between 1911 and 1912, Heigho built a train depot, hotel, school, bank, and his own private mansion at New Meadows. Comforted by the colonel's plans to link the PIN with Idaho Northern Railroad in Long Valley, Meadows also built a new, brick schoolhouse that is currently a private residence.



The Heigho House. Today, the colonel's residence is a popular bed and breakfast establishment listed on the National Register of Historic Places. H.W. Bond, a prominent Weiser architect, designed most of Heigho's buildings.

Unfortunately, the PIN never left town. After Hill abandoned his pursuit of a north-south railroad for Idaho, the Union Pacific similarly lost interest in the enterprise. The PIN survived as a “farm-to-market” railroad for Weiser River communities until 1940. That year, the PIN began shipping logs for local timber outfits, including the Boise-Payette Lumber Company.



Built for the PIN in 1912, No. 200 was too heavy for the railroad's bridges. The engine eventually ended up in California hauling fruit.

CHAPTER III

*The Payette River
Scenic Byway Today*

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The Payette River Scenic Byway Today

A. Designation as a State Scenic Byway

The Payette River Scenic Byway is one of the oldest scenic byways in Idaho. It was one of the six original scenic byways in the state, receiving its designation in June of 1977.¹ Scenic Byways can be designated at the state or federal level and in some areas at the local level of government. In Idaho, the Idaho Transportation Department oversees the state's Scenic Byway Program.

When the Payette River Scenic Byway was designated, all scenic byways were nominated for their "scenic" quality, however, since then the program has been expanded and byways can be nominated for one of six "Intrinsic Qualities." Intrinsic qualities are, "features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area."² The six intrinsic qualities under which a byway can be nominated are scenic, natural, historic, cultural, archeological, and recreational. Definitions for each intrinsic quality are as follows:

Scenic: "Beauty, whether natural or human-made. The quality of the features are measured by how memorable, distinctive, uninterrupted, and unified they are."³

Natural: "Minimal human disturbance of the natural ecological features that are associated with a region."⁴

Culture: "Visual evidence of the unique customs, traditions, folklores, or rituals of a currently existing human group."⁵ Examples of culture include aspects of geography or the way in which climate influences building styles, the stories, or legends of an area or the way people settled. The economy of an area is another example of culture as is evidence of community, civic, or domestic life.⁶

Archeological: "Visual evidence of the unique customs, traditions, folklores, or rituals of a *no-longer existing* human group."⁷

Historic: "Landscapes, buildings, structures, or other visual evidence of the past." Historical features must be something that is still visible, "not the site of something that used to be there."⁸

¹ Idaho's Scenic Byway Program, 1999

² National Scenic Byway Program, Byway Beginnings: Understanding, inventorying, and evaluating a Byway's Intrinsic Qualities, 1999.

³ Federal Highway Administration, Community Guide to Planning & Managing a Scenic Byway.

⁴ Ibid.

⁵ Ibid.

⁶ National Scenic Byway Program, "Byway Beginnings: Understanding, Inventorying, and Evaluating a Byway's Intrinsic Qualities, 1999.

⁷ Federal Highway Administration, Community Guide to Planning & Managing a Scenic Byway.

⁸ Ibid.

Recreational: “The road corridor itself is used for recreation like jogging, biking, roadside picnics or direct access to recreational sites like campgrounds, lakes, ski lodges etc.”⁹



*Payette Lake, as seen from Rotary Park.
Photo: Jason Pfaff*

B. Intrinsic Qualities on The Payette River Scenic Byway

The natural beauty of the byway includes its rivers, mountains, green valleys, vistas, canyons, and geological occurrences, which are awe-inspiring. The relatively undeveloped natural setting of the Payette River Scenic Byway surrounds you and draws you into the life of the byway, its history and culture of the area.¹⁰ When asked to describe the Payette River Scenic Byway, one local said that “there is no place else like it.”¹¹ The Idaho Batholith is a specific example of the unique geology of the area and is visible in the granite canyon just north of the community of Smiths Ferry.¹²

The natural setting of the Payette River Scenic Byway is inextricably woven into its history and its culture. Native peoples once converged along the byway in search of camas; their trails are still visible in some areas. Archeological evidence of these people is present in many areas. In recent history, the vast natural resources of the area attracted explorers, trappers, ranchers, and farmers. The railroad was built to provide goods and services to these

⁹ Ibid.

¹⁰ Thank you to the Intrinsic Quality Subcommittee for the ideas used in this section.

¹¹ See Community Input Meeting Summary, Appendix B.

¹² Rivers, K.E., Idaho's Scenic Highways: a mile by mile road guide., 1997.

settlers. The predominantly rural culture of the area is closely linked to this natural resource-based economy. Even in the more urbanized areas of the Cities of McCall and Eagle, agriculture is still an important part of life. However, not all scenic features along the byway are natural; manmade features like the “Old Tate Barn” are reminiscent of “what America used to be.”



*The “Old Tate Barn” on the Kennedy property, is one of the most recognizable man-made landmarks along the byway.
Photo: Marianne Piquet*

The Payette River Scenic Byway has an abundance of recreational opportunities. Parts of the byway are adjacent to the Payette Rivers (North Fork, South Fork, and Main), which provide world class white water rafting and kayaking opportunities for three different skill levels. In the summer months the rivers and lakes are also used for fishing, boating and swimming. The mountainous terrain provides an avenue for hiking, camping and biking. In the winter, recreationists use the byway to access Nordic and Alpine skiing, snowshoeing and snowmobiling. The wetlands along the byway attract a wide variety of birds including osprey and Canada Geese. There are also Bald Eagles, deer and elk. Opportunities for wildlife viewing and hunting abound. The byway also accesses other recreation areas like Lick Creek and Anderson Creek.



*White water rafting on the Main Fork of the Payette River.
Photo: Kirk Keogh*

C. Defining the Byway Corridor

Prior to assessing the intrinsic qualities along the byway, the byway corridor needed to be defined. According to the authorization legislation for the scenic byways program, the scenic byway corridor is, “the road or highway right-of-way and the adjacent area that is visible from and extending along the highway. The distance the corridor extends could vary with the different intrinsic qualities.”¹³ In order to define the

¹³ Federal Highway Administration, Federal Register, Vol. 60, No. 96, Thursday, May 18, 1995.

Payette River Scenic Byway corridor, a visibility analysis was conducted. This analysis shows the areas that are visible from the Payette River Scenic Byway. (Please see the Visibility Map in Appendix A.) As you can see from the Visibility Map in Appendix A, the analysis reveals that in the canyons, the viewshed of the byway is narrow. Therefore the byway corridor is also narrow. In other areas the vegetation (trees) cause the visible corridor to be narrow. At some point, “Fires, logging, or other activities that may occur along the byway may open up views to adjacent landscapes.”¹⁴ In the valleys, the viewsheds open up and “expansive views” are seen. The Visibility Map also shows that in the Round Valley, Long Valley and Meadows Valley areas there are broad vistas visible.

The Scenic Byway and its Significance

For many rural communities, the highway is their lifeblood. The highway enables local residents to “get to work, school, friends, and recreate.”¹⁵ The highway, especially for rural communities is also essential for the local economy. It is the means through which goods and services are transported.¹⁶

Scenic Byways are particularly important because they acknowledge that the highway is not just a paved road, which transports goods and services, local residents and travelers, but that there is something truly special about this particular road. Scenic



*Scenic view of the mountains in the Long Valley area.
Photo: Marianne Piquet*

Byways provide, “an antidote to the monotony of highway travel. They open up vistas and introduce us to places and features that we might otherwise pass by.”¹⁷

¹⁴ Pfaff, Jason, Visibility Analysis Map, 2000.

¹⁵ Idaho Transportation Department, “Why is Transportation Important to Idaho?” 1999.

¹⁶ Ibid.

¹⁷ Federal Highway Administration, Community Guide to Planning and Managing a Scenic Byway.

Benefits of Scenic Byway Designation

There are a number of benefits for being designated as a scenic byway. First, a byway designation allows the local jurisdictions along the byway to have increased input on the management of the scenic byway. This is particularly true if a corridor management plan is adopted by the local jurisdictions and approved by the state. Second, a scenic byway designation has an economic impact on the byway. Designation as a state or national scenic byway places that byway on maps produced at either the state or federal level. Placement on the maps may attract travelers to the byway who might otherwise choose a different route. A byway's corridor management plan will also include strategies to increase or enhance local economies. (See Chapter IX.) Finally, a designation as a state or national scenic byway provides an opportunity to access federal scenic byway dollars for projects and improvements. Participation in a multi-jurisdictional corridor management planning process, such as was done for this plan, also increases a jurisdiction's ability to access other types of funding, from both public and private sources.¹⁸



*Downtown Cascade: Scenic Byway designation can assist local communities in enhancing their economies.
Photo: Kirk Keogh*

¹⁸ Federal Highway Administration, Community Guide to Planning and Managing a Scenic Byway.

CHAPTER IV

The Planning Process

CHAPTER IV

The Planning Process

A. Catalyst for a Corridor Management Plan

The undertaking of public projects is frequently a mixture of a project concept, need, and support. Additionally, there is typically an event or occurrence that brings these three components together. The catalyst for the creation of the Payette River Scenic Byway Corridor Management Plan was competition for limited Scenic Byway funding. Several of the communities along the byway were individually submitting grant applications for projects that would provide interpretation and benefit to their communities. However, there was no coordination among applications or interaction between the various groups and communities applying. Since Scenic Byway funding is extremely competitive, some applications were funded, but the majority of applications were not funded.

A recommendation was made through the Idaho Scenic Byway's Advisory Council to seek federal Scenic Byway funding for a corridor management plan, which would address the project needs of all communities along the Payette River Scenic Byway, provide a method of prioritizing these projects, and a concrete strategy for implementation of the projects. Through the corridor management plan local communities can work together cooperatively to identify their project needs, provide interpretation of the byway, protect the intrinsic qualities that they value, and enhance their local economies. With the support of all four counties (Ada, Boise, Valley, and Adams) and the six incorporated cities along the byway (Eagle, Horseshoe Bend, Cascade, Donnelly, McCall, and New Meadows), a grant application was submitted in 1997 and was approved. Thus began the process of corridor management planning for the Payette River Scenic Byway.

B. The Payette River Scenic Byway Advisory Council

Following the approval of the Scenic Byway grant, an advisory council of fifteen members was assembled. Since the Payette River Scenic Byway encompasses a large geographic area, representation on the Advisory Council was based on the effected area within the counties for each of the four counties. Ada and Adams County both have two representatives on the Advisory Council. Since the majority of the highway is contained in Boise and Valley Counties, these counties had a greater number of representatives, five and seven respectively. One county commissioner representing each of the four counties provides the core for the council. Representatives from each of the six incorporated cities were also included. Additionally, business owners, private landowners, public land managers, and others with a stake in the byway were included on the council.

C. Payette River Scenic Byway Mission Statement and Areas of Focus

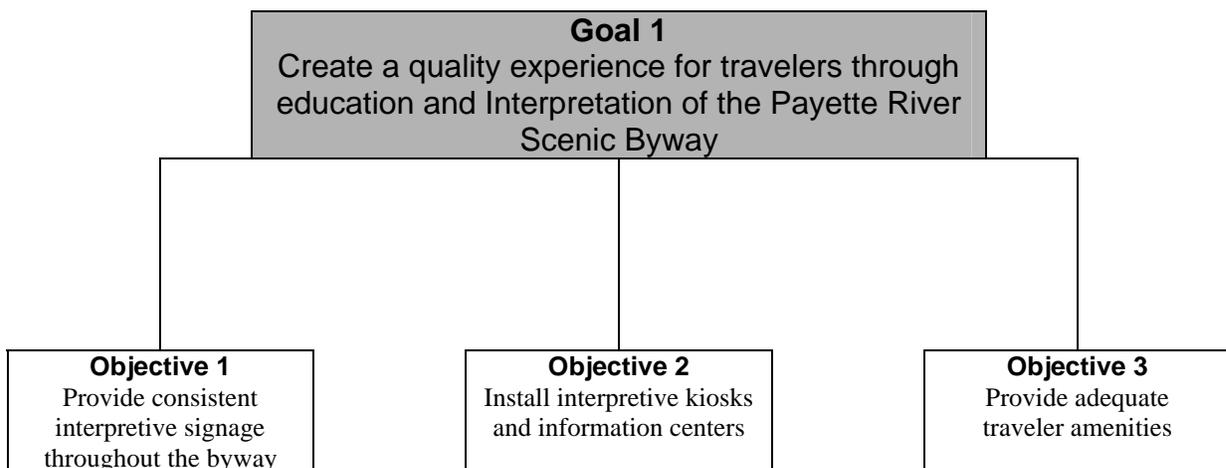
The Payette River Scenic Byway Advisory Council began meeting in August 1999. Initially, discussions for the direction of the plan focused on why the project was being done and how to proceed. As is consistent with the political culture of Idaho, there was a general mistrust of the planning process. One of the primary concerns was that the plan does not become a regulatory plan. After many discussions, it became evident that the benefit of participating in a scenic byway corridor management plan is that it places the responsibility for the management of the byway with the local governments. Advisory Council members came to understand that the Payette River Scenic Byway Corridor Management Plan is also an opportunity for local governments and other stakeholders to work together to set priorities for the byway and to attract funding for byway projects, which will ultimately benefit the byway communities as well as the other byway users.

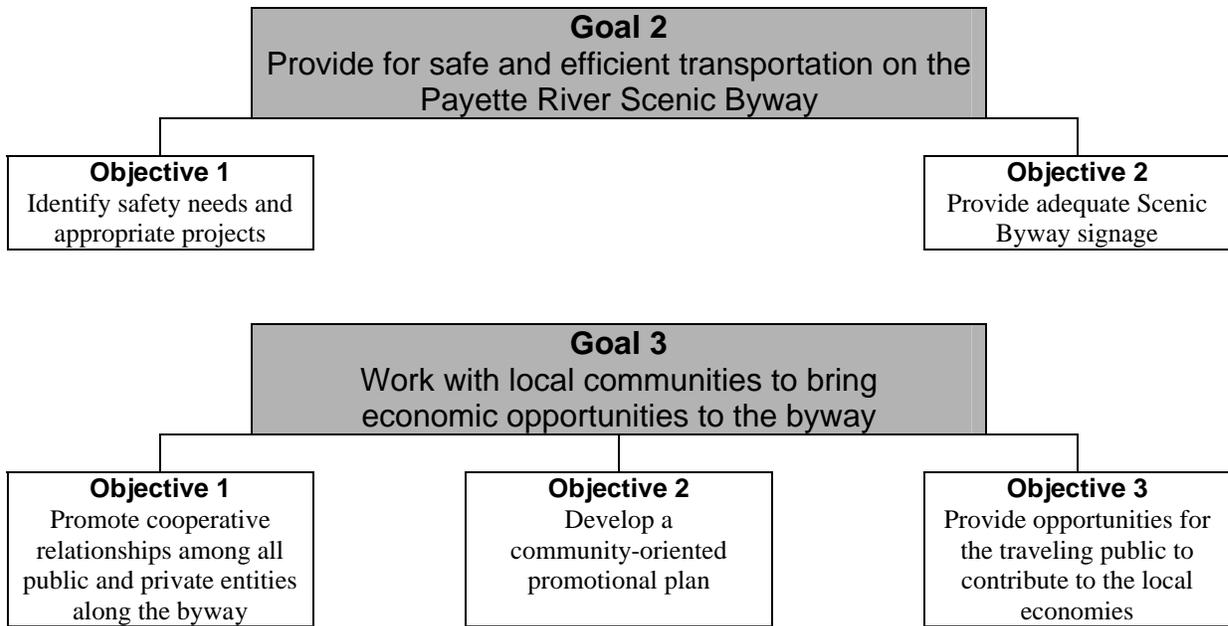
Once the ideological issues of scenic byway planning had been identified and discussed, the Advisory Council began its role of setting the direction the corridor management plan would take. The following Mission Statement provided guidance for the corridor management plan:

**PAYETTE RIVER SCENIC BYWAY CORRIDOR MANAGEMENT
PLAN
MISSION STATEMENT**

The Mission of the Payette River Scenic Byway Corridor Management Plan is to enhance the cultural, archeological, historical, recreational, scenic, and natural experiences of residents and travelers as they live along and travel the Payette River Scenic Byway.

The following three goals were identified to achieve this mission:





The Payette River Scenic Byway Advisory Council also identified seven issues or Areas of Focus:

- Safety
- Traffic Management
- River Access
- Recreationists
- Balanced Maintenance of Viewshed
- Financial Impact to Counties/Cities
- Promote Financial Return to Counties/Cities

These issues reflect the changing nature of the communities along the Payette River Scenic Byway. Increased traffic from local and other users, and the mountainous nature of most of the byway, pose definite traffic and safety hazards. Additionally, the Payette River is a prime recreation area for a diversity of users and access is often dangerous both for the recreationist and the motorist. Accommodating the many types of individuals who travel the byway for recreation and enjoyment was an issue deserving of attention. The desire to have a balanced maintenance of the viewshed also indicates the changing nature of the byway. Finally, there was a desire to maximize the economic benefit of the Payette River Scenic Byway to the local communities.

D. Subcommittee Responsibilities and Goals

Although the Advisory Council set the tone and provided direction for the creation of the corridor management plan, it was the subcommittees, which did the bulk of the planning. Three subcommittees were established to facilitate the planning process. They were the Intrinsic Quality Subcommittee, the Transportation Subcommittee and the Community Management Subcommittee. Each subcommittee was charged with its own responsibilities and created its own mission and goals. The subcommittees began meeting in March of 2000 and concluded meeting in October 2000. (Please refer to Figure 4-1 in Appendix B.)

Intrinsic Quality Subcommittee

The Intrinsic Quality Subcommittee was comprised of a wide variety of local business owners, citizens, local non-profit administrators and resource people. Appendix B contains a listing of the Intrinsic Quality Subcommittee members.

The responsibilities for the Intrinsic Quality Subcommittee included:

- Assess the intrinsic qualities along the Payette River Scenic Byway (natural, scenic, historic, cultural, archeological, and recreational).
- Identify points of interest or.
- Develop a plan for interpreting the points of interest or attractions.
- Create a strategy for enhancing or preserving the intrinsic qualities.
- Review local ordinances and state and federal laws regarding outdoor advertising.
- Identify locations for sign placement so that signage does not detract from the scenic experience of the byway.

Following the guidance of the Advisory Council and a review of information from community input meetings, the Intrinsic Quality Subcommittee drafted the following Mission Statement:

INTRINSIC QUALITY SUBCOMMITTEE MISSION STATEMENT

The Mission of the Payette River Scenic Byway Intrinsic Quality Subcommittee is to generate local public involvement in a process that will instill a sense of community pride and ownership for the Scenic Byway, and promote and enhance the scenic, natural, historic, cultural, archeological and recreational qualities of the area. The plan will educate visitors about the attractions and determine various methods by which the intrinsic qualities of the area can be preserved for the enjoyment of generations to come.

Transportation Subcommittee

This subcommittee was comprised of county commissioners, representatives from the Idaho Transportation Department, interested citizens and the Valley County Engineer. (Please see Appendix B for a listing of subcommittee members.)

The Transportation Subcommittee was charged with the following responsibilities:

- Assess traffic and transportation data for road safety, hazards, and problems.
- Identify solutions and projects to resolve hazards and design problems.
- Create a strategy for accommodating the diverse types of traffic on the Payette River Scenic Byway now and in the future.
- Work with the Intrinsic Quality Subcommittee to examine the traffic impact for proposed projects and to ensure projects do not distract from the intrinsic qualities of the byway.
- Work with Intrinsic Quality Subcommittee on sign placement.

The following mission statement was developed after reviewing subcommittee responsibilities and input from the communities. The Mission Statement reflects one of the concerns of the Transportation Subcommittee: that this document be a “Scenic Byway Corridor Management Plan” which considers the relationship between the highway, it’s users, local economies and the intrinsic qualities of the byway and not a “Transportation Corridor Study,” which focuses primarily on transportation issues.

TRANSPORTATION SUBCOMMITTEE MISSION STATEMENT

The mission of the Transportation Subcommittee is to generate a plan for a safer, more effective highway to accommodate the multiple users of the Payette River Scenic Byway now and in the future. This plan will be accomplished in a collaborative effort, using public involvement and local, state, and federal entities. The plan will enhance the intrinsic qualities of the byway and address community needs along the Payette River Scenic Byway.

Consistent with the Advisory Council’s concerns for safety, desire to improve local economies, and a commitment to highlight the intrinsic qualities, two primary goals were identified to achieve this mission:

Goal 1

Accommodate the mix of traffic
on the Payette River Scenic Byway

Goal 2

Provide safe access to the
top points of interest and gateway
information centers, interpretive sites,
and kiosks

Community Management Subcommittee

All of the incorporated municipalities along the Payette River Scenic Byway had at least one representative on this subcommittee. Subcommittee members are local business owners, members of chambers of commerce, elected officials, or representatives from local improvement and economic development committees, as well as representatives from the Idaho Department of Commerce. (Please refer to Appendix B for a complete listing of all Community Management Subcommittee Members.)

The Community Management Subcommittee was responsible for identifying methods to promote the scenic byway and enhance local economies and to devise a plan for implementation of the overall Payette River Scenic Byway Corridor Management Plan. The specific responsibilities of the Community Management Subcommittee were:

- To work with communities interested in economic development to identify projects.
- To identify parties who would be responsible for continuous management of the plan.
- To create a plan for promoting the Payette River Scenic Byway.
- To develop a plan for funding the prioritized projects identified in the CMP.
- To make a recommendation regarding national scenic byway status to the Payette River Scenic Byway Advisory Council.

After reviewing the responsibilities of the subcommittee and information gathered at the community input meetings, subcommittee members developed the following mission statement:

COMMUNITY MANAGEMENT SUBCOMMITTEE MISSION STATEMENT

The mission of the Payette River Scenic Byway Community Management Subcommittee is to generate local public involvement in a process that will instill a sense of community pride and ownership for the Scenic Byway, enhance visitors' experiences through information and accommodation, and coordinate with the Corridor Management Plan to assist local communities with obtaining funding for prioritized projects.

The following goals were identified to accomplish the mission of the Community Management Subcommittee:

Goal 1
All plans and promotional materials should be designed with a community-oriented focus.

Goal 2
Timelines for projects should be developed with an emphasis on implementing infrastructure, and then promotional materials should leverage other projects

E. Community Input Meetings

In the fall of 1999 and winter of 2000 a series of community input meetings were held in all of the communities along the byway. These meetings were well attended, with anywhere from eight to thirty persons providing input, depending on the community. Community input meetings began with a brief description of the Scenic Byway program, the planning process, and the Mission and Areas of Focus for the Payette River Scenic Byway Corridor Management Plan. Following the suggestions in the scenic byway planning guides, meeting attendees also participated in a question and answer session and provided written responses to four questions:

- 1) What makes the Payette River Scenic Byway special?
- 2) How do you envision the Payette River Scenic Byway in 15 years?
- 3) What do you want the Payette River Scenic Byway to do for your community?
- 4) When areas of the original byway are by-passed, should the scenic byway follow the original or new route?

A compilation of the information gathered at community input meetings is located in Appendix C. This information has been and will continue to be valuable for the Payette River Scenic Byway Corridor Management Plan.

F. Coordination with Other Planning Efforts

One of the objectives of this plan was to create a comprehensive planning effort, which would not duplicate existing planning documents. Therefore, members of the various subcommittees utilized other local planning documents when identifying project lists and community needs. These documents were also useful in the analysis of transportation needs. Planning documents used include: city and county comprehensive plans, Gem Community Plans (which are coordinated through the Idaho Department of Commerce), state and federal public land agency planning documents, the *Comprehensive Economic Development Strategy for Region III*,¹ and the *Boise County Master Transportation Plan*.

¹ IDA-ORE Planning and Development, Comprehensive Economic Development Strategy, 2000-2001

In addition to using existing planning documents, an effort was made to interact with other planning groups. Planning groups that were consulted included the Eagle Economic Development Council and Chamber of Commerce, the Cascade and Donnelly Chambers of Commerce, the McCall Improvement Committee and McCall Chamber of Commerce representatives, the Horseshoe Bend Gem Community group, Adams County Historical Society, New Meadows Chamber of Commerce, and the Roseberry Museum organization. These local organizations assisted the byway planning committees by identifying needs, projects and resources. Additionally, the following public land agencies provided valuable input into the plan: the Bureau of Reclamation, United States Forest Service, including the Boise National and Payette National Forests, the Idaho State Department of Lands and Department of Parks and Recreation, and the Idaho Department of Commerce.

Coordination with these various local organizations and governmental agencies ensured that an inter-connected planning process was undertaken. As one Community Management Subcommittee member put it, “This is the first time that our two chambers have talked about working together.” This spirit of cooperation was also echoed by an Intrinsic Quality Subcommittee member who said that the byway communities working together for the good of everyone is one of the strengths of this plan.

CHAPTER V

*Traffic on the
Payette River Scenic Byway*

CHAPTER V

Traffic on the Payette River Scenic Byway

A. The Payette River Scenic Byway Today

As one of the major north-south highway corridors in Idaho, the Payette River Scenic Byway has a wide variety of users. Local residents, commercial users, travelers, and recreationists utilize the highway. As noted earlier, one of the goals of the transportation subcommittee is to “accommodate the mix of traffic” on the scenic byway. In order to accomplish this goal, the Transportation Subcommittee analyzed a myriad of data from the Idaho Transportation Department including traffic volumes, commercial traffic maps, and accident data. This information provided insight into the key questions: what is the traffic flow on the byway? who is using the byway? and where are the safety issues?

B. Traffic Volumes

Average Annual Daily Traffic Counts were reviewed from the time that the Payette River Scenic Byway was designated by the State of Idaho in 1977 to 1999 to show traffic flow along key points of the highway. With the exception of 1999, traffic on the Payette River Scenic Byway has been steadily increasing.¹

Over the past nine years, traffic increased 117% at the intersection of Highways 55 and 44 and 27% in the City of McCall.

Commercial Traffic

To more fully understand the other byway users, the Transportation Subcommittee reviewed the amount of commercial traffic on the Payette River Scenic Byway. Commercial vehicles are those with two axles, dual tires, and a weight of 10,000 pounds or greater.²

The amount of commercial traffic has fluctuated greatly from 1991 to 1999 (see Table 5-1 in Appendix B). For instance, the volume of commercial traffic at the intersection of Highways 55 and 44 has increased, but commercial traffic volumes decreased at the Ada/Boise County line, at the Boise/Valley County Line, and in the City of Cascade³. The number of commercial vehicles has remained constant in the Cities of Horseshoe Bend, Donnelly, McCall, and at the Valley/Adams County Line.

A review of the Annual Average Daily Traffic Counts show that both the number of commercial vehicles and the percentage of commercial traffic has increased at the intersection of State Highways 55 and 44, since the construction of the Eagle Alternate

¹ ITD Average Annual Daily Traffic Count Maps 1977, 1982, 1987, 1992, 1997).

² Fugit, ITD, 2000

³ ITD Commercial Traffic Maps, 1991-1999

Route in 1996 and 1997.⁴ (Please see Figure 5-2 in Appendix B.) However, commercial traffic at the county lines has also decreased significantly from 1991 to 1999. In 1991 at the Ada/Boise County Line the percent of commercial traffic was 11.14%, but in 1999 it was only 4.89%. Commercial traffic at the Boise/Valley County line decreased from 17.93% in 1991 to 13.91% in 1999 and at the Valley/Adams County Line it declined from 12.61% in 1991 to 9.06% in 1999. The City of Cascade also seen a tremendous reduction in commercial traffic with 16.28% in 1991 and only 6.92% in 1999. Overall, commercial traffic in 1999 ranged from 13.91% at the Boise/Valley County Line to 4.89% at the Ada/Boise County line. Based on the key traffic counter points, commercial traffic in 1999 on the Payette River Scenic Byway averaged 9.42%.

C. Safety and Accidents

A top priority for the Payette River Scenic Byway Advisory Council is safety on the byway. Safety is a top priority for the Transportation Subcommittee as well. The Transportation Subcommittee reviewed accident data from 1995 to 1999. Table 5-2 (Annual Average Daily Traffic Counts / 1991-1999) (located in Appendix B), records accidents at each mile marker and accounts for the number of accidents, the severity of the accident, and establishes an “actual hazard” rate for each mile marker.⁵

The transportation subcommittee identified the intersection of State Highway 55 and the Banks to Lowman Road located near Mile marker 78 as an area of priority concern. Additionally, the *2000 Boise County Master Transportation Plan* identified this intersection as one of the county’s top accident sites. This intersection is a concern because there is a lot going on in a short distance. It is the junction of two arterial roadways, a recreation access area, and slow vehicle turn lanes.



*Intersection of Highway 55 and Banks to Lowman Road
Photo: Marianne Piquet*

⁴ ITD Commercial Traffic Maps, 1991-1999 and ITD Traffic Flow Maps, 1991-1999

⁵ ITD Accident Data 2000, Mile marker 44.664-150.4, 1995-1999

The Transportation Subcommittee’s review shows that this area is among the top 10% of actual accident along the Payette River Scenic Byway (see Figure 5-3 in Appendix B).

Figure 5-3 (located in Appendix B) indicates that mile marker 84 at the Boise/Valley County line and mile marker 86 are high accident locations. Figure 5-3 shows that the highest number of accidents occurs in the urbanized area of the City of McCall, which encompasses mile markers 134-144. The McCall city limits begin at mile marker 142.536 and end at mile marker 147.3.⁶ Mile marker 150 in the “Goose Creek Canyon” is another high accident location.



*Example of too much signage creating further confusion at the intersection of Highway 55 and the Banks to Lowman Road.
Photo: Jason Pfaff*



*Intersection of Highway 55 and Banks to Lowman Road.
Photo: Marianne Piquet*

The Transportation Subcommittee also conducted another review of accident information and developed the “H Index.” This index takes into account the severity of the accidents at a specific mile marker as well as the number of accidents. The severity of the accident indicates whether the accident was fatal, involved an injury, or involved property damage. Since the “H Index” accounts for the severity of the accident, as well as the number of accidents, it provides a more complex analysis of the accidents occurring within a mile. Figure 5-4 (located in

⁶ ITD Milepost Log, S.H. 55 Main Route

Appendix B) shows that, intersections, passing areas, the urbanized area of the City of McCall and Goose Creek are as the most dangerous areas with the most severe accidents on the Payette River Scenic Byway.

D. Summary of Traffic Data

The information in this chapter provides us with some insight into the traffic situation on the Payette River Scenic Byway. Traffic statistics show us that traffic volumes on the byway have been steadily increasing since its designation as a Scenic Byway in 1977. However, since 1996, traffic has decreased slightly in the City of Horseshoe Bend, at the Boise/Valley County line and in the City of Cascade. The data also indicates that the highest traffic volume areas are in the urbanized areas, with the intersection of Highway 55 and 44 in the City of Eagle and the McCall area having the most significant increases in highway usage. The overall number of commercial vehicles has increased over the past decade, but the percentage of commercial traffic, as compared to other types of traffic has actually decreased since 1991. Finally, the accident information shows the milepost locations where most accidents occur.

CHAPTER VI

*Interpreting the
Payette River Scenic Byway*

CHAPTER VI

Interpreting the Payette River Scenic Byway

A. Attractions and Points of Interest

Comprehensive List of Points of Interest

The subcommittee assessed the qualities present along the byway in order to fulfill its mission of generating *local public involvement in a process that will instill a sense of community pride and ownership for the Scenic Byway, and promote and enhance the scenic, natural, historical, cultural, archeological and recreational qualities of the area.* From this assessment, a “Comprehensive Points of Interest List” was created. In order to complete the list, the Intrinsic Quality and Community Management Subcommittees met jointly. After six months and several discussions, the members of the two committees developed a comprehensive list of points of interest that were selected because they represented all areas of the byway and five of the intrinsic qualities.¹ Points were selected based on the following criteria: 1) points must possess one or more intrinsic qualities or be an information site; 2) destination must have something of interest to see or do once the traveler gets there; 3) travelers should be able to spend twice as much time at the site as it took to get there; and 4) areas off the Scenic Byway can be included as “access points” along the Scenic Byway.

Table 6-1 (see Appendix B) contains the ninety points of interest that were identified. The strength of this list is that it was generated by people who live and work along the Payette River Scenic Byway. Their careful research and knowledge of the area led to the creation of a list, which at first glance is somewhat overwhelming, but is a demonstration that all of the intrinsic qualities are represented along this scenic byway. When trying to describe the Payette River Scenic Byway, the members of the joint committees said the byway is “appealing to people of all ages, interests, and skill levels.” The “Comprehensive Points of Interest List” for the Payette River Scenic Byway illustrates that the byway has something for everyone. An abundance of natural and scenic splendor surrounds the byway, outstanding recreational and wildlife viewing opportunities are available, and the communities along the byway and the Farm-to-Market Road are rich with history and culture. Evidence of past cultures is found in the archeology along the byway.

Since the comprehensive list is so extensive, the Intrinsic Quality Subcommittee decided to narrow the list to “Top Points of Interest” for the forthcoming brochures and maps for the byway. The comprehensive list will be retained for use by the local communities to create maps and marketing materials for their areas. Additionally, the traveler amenity section shows tourists and visitors what amenities are available as they travel along the byway. The comprehensive list could also be used to generate local tours, which would

¹ Due to the sensitive nature of archeological sites and the need to preserve such sites, these points are not listed in the points of interest lists, but will be addressed in general, at one of the interpretive areas.

highlight the individual communities. In keeping with the emphasis on community involvement and responsibility, tours would be developed and overseen by individuals and other stakeholders within an area.

Top Points of Interest

Beginning on the following page are the “Top Points of Interest”, which shows a picture and description of each point of interest. The Points of Interest Map, located in Appendix A, should be used in conjunction with Table 6-1, located in Appendix B, to identify point locations. As with the comprehensive list, the Top Points of Interest list contains points of interest that represent the intrinsic qualities along the byway. However, the 15 points contained on the “Top Points of Interest” list are those that the Intrinsic Quality Subcommittee felt were “can’t miss” points. In other words, these were points that everyone traveling the byway should know about. These are the points that most succinctly define the character of the Payette River Scenic Byway.

It is anticipated that this list of the 15 Top Points of Interest and the Top Points of Interest Map can be used immediately to develop a brochure for the overall Payette River Scenic Byway. This brochure is discussed in further detail in Chapter X: Implementation of the Corridor Management Plan.

Payette River Scenic Byway Top Points of Interest

Name of Point / Description	Photo
<p>Historic Eagle (Heritage Park and historic downtown)</p> <p>This pedestrian-friendly district is home to Heritage Park, the Eagle Historical Museum and Eagle Drug Store, which were established in 1906. Several cafes, gift and antique shops are all within walking distance of the district.</p>	 <p style="text-align: center;">Access at MM 44.645</p>
<p>Horseshoe Bend and Thunder Mountain Train Ride</p> <p>Nestled among rolling hills and the Payette River, the town of Horseshoe Bend, originally settled by miners, is the access point for recreational opportunities and the Thunder Mountain Historic Train Ride to Banks.</p>	 <p style="text-align: center;">MM 64.37</p>
<p>Payette River</p> <p>Northbound travelers catch the first glimpse of the Payette River at the northern end of Horseshoe Bend. For the next 25 miles the highway curves along the river providing breathtaking views of white water along the Main and North Fork Payette Rivers.</p>	 <p style="text-align: center;">MM 57-81.75</p>

Name of Point / Description	Photo
<p>Rainbow Bridge/North Fork Payette River Bridge</p> <p>One of the landmarks of the Payette River Scenic Byway, the Rainbow Bridge, is listed on the National Register of Historic Places for its engineering design. Built in 1933, the open-spandrel concrete arches span 410 feet across the N. Fork of the Payette².</p>	 <p>MM 99.81 - 99.89</p>
<p>Cascade Sawmill</p> <p>The Boise Cascade Mill closed its doors in May 2001. The buildings and mill yard are all that remain of what once was one of the largest employers in Valley County.</p>	 <p>MM 114.4</p>
<p>Access to Lake Cascade and Lake Cascade State Park</p> <p>Accessible from Cascade and Donnelly, Lake Cascade provides an opportunity for a wide variety of recreation, including fishing, boating, swimming, and wildlife viewing. Numerous day use and camping facilities are available for all types of camping.</p>	 <p>MM 115.792 in Cascade; MM 131 West in Donnelly</p>

² NRHP #999000416

Name of Point / Description	Photo
<p>Hembrey Creek Wetlands</p> <p>Numerous types of migratory birds and waterfowl can be seen in their natural nesting habitat in these wetlands. Ospreys return year after year to the same nests to raise their families. In this area, nests are visible on transmission towers.</p>	 <p>MM 129-134</p>
<p>Farm-to-Market Road and Elo Road</p> <p>The agricultural and Finnish culture of the area is preserved on this road. In addition is the turn-of-the century town site of Roseberry featuring the Long Valley Museum. Also visible is the Finnish Church and Cemetery, one of the treasures of the Payette River Scenic Byway.</p>	 <p>Southern Access: Farm to Market Road at MM 128.93; Northern Access: Elo Road at 141.986</p>
<p>Tamarack Falls Recreation Area</p> <p>This area features the handicapped-accessible fishing bridge, which is parallel to the road. It is also the access to the north end of Cascade Lake and its camping and recreational opportunities.</p>	 <p>Access in Donnelly at MM 131.323 west</p>

Name of Point / Description	Photo
<p>Payette Lake (Legacy Park, Art Roberts Park, Rotary Park, Fish Hatchery)</p> <p>In a one-mile stretch there are four city parks along the south shore of the deep blue Payette Lake. The Payette River runs alongside one of these parks as it rushes southward to the river canyon, which follows the Payette River Scenic Byway.</p>	 <p data-bbox="1008 663 1373 684">McCall MM 143.97 to MM 145.038</p>
<p>Ponderosa State Park</p> <p>Ponderosa State Park is an 800-acre peninsula forested in majestic ponderosa pine and Douglas fir. The park offers biking, hiking, boating and camping in the summer,; with skiing and snowshoeing in the winter -- all with beautiful vistas of the lake.</p>	 <p data-bbox="1016 1152 1365 1173">Access in McCall at MM 143.978</p>
<p>Central Idaho Cultural Center</p> <p>The four-acre museum site, listed on the National Register of Historic Places, was a 1930's Civilian Conservation Corps project. The site's historic structures are surrounded by shaded picnic areas and interpretive displays.</p>	 <p data-bbox="1122 1638 1260 1659">MM 144.482</p>

Name of Point / Description	Photo
<p>Brundage Mountain Recreation Area (Goose Creek, Hazard Lake, and Granite Lake)</p> <p>Goose Lake Road takes the winter and summer recreationist to such outdoor destinations as: Goose Creek Falls Trailhead, Brundage Mountain, Granite Lake, Granite Mountain, Twin Lakes and even further into the magnificent Idaho mountains.</p>	 <p data-bbox="1068 661 1315 688">Access at MM 149.589</p>

<p>Historic Meadows Valley</p> <p>At the Northern entrance to the Payette River Scenic Byway is the town of New Meadows. Nestled within the historic and beautiful Meadows Valley, this small valley is filled with memories of a time when logging and ranching was a bountiful way of life in the mountains of Central Idaho. Now rich with beauty, wild life, and the warmth of a life style we dream of having again someday.</p>	 <p data-bbox="976 1150 1409 1178">MM 152 to Junction with US Highway 95</p>
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B. Modes of Interpretation

In its mission statement, the Intrinsic Quality Subcommittee also stated that it “...will educate visitors about the attractions and determine various methods by which the intrinsic qualities of the area can be preserved for the enjoyment of generations to come.” When considering how to fulfill this goal, the subcommittee determined that one of its objectives should be to create an interconnected byway plan for interpreting the intrinsic qualities of the entire byway. This interconnected plan ensures that all six of the intrinsic qualities will be interpreted and that each individual community will have the opportunity to highlight its unique features as well as one of the intrinsic qualities. Additionally, it guards against overlapping of interpretive information.

The primary mode of interpretation for the Payette River Scenic Byway will be through interpretive centers, interpretive kiosks, and interpretive signs. The mode of interpretation for each byway community is specific to the needs of the community, its existing resources, and the intrinsic qualities, which will be interpreted.

Additionally, the Thunder Mountain Railroad provides a unique opportunity to view the natural and scenic beauty of the Payette River Scenic Byway as well as providing interpretive information regarding the history and culture of the area.

Interpretive Centers: The Cornerstones

The interpretive centers are the “cornerstones” for byway interpretation, providing an opportunity for extensive interpretation of one or more intrinsic qualities or interpretive themes, and traveler information. Additionally, the interpretive centers will be areas where travelers can stop and linger for an extended period of time. There are currently



*Central Idaho Cultural Center in McCall, one of the five interpretive centers for the Payette River Scenic Byway.
Photo: Mary Allen*

five interpretive centers planned for the Payette River Scenic Byway. Two of these centers will be “gateway centers” and will be located in the byway’s gateway communities, the Cities of Eagle and New Meadows. The Central Idaho Cultural Center in McCall will be another interpretive Center. The other interpretive centers will be in the City of Donnelly and at the Round Valley Rest Area, which is expected to be built by 2002. Specific information about each interpretive center will be provided later in this chapter.

Interpretive Kiosks

Although the interpretive kiosk is a design feature that will be used at the interpretive centers, kiosks will also be used as independent modes of interpretation. Kiosks will be located within incorporated communities along the byway and at public recreation sites. The interpretive kiosk will be used when there is an opportunity for interpretation, but not the

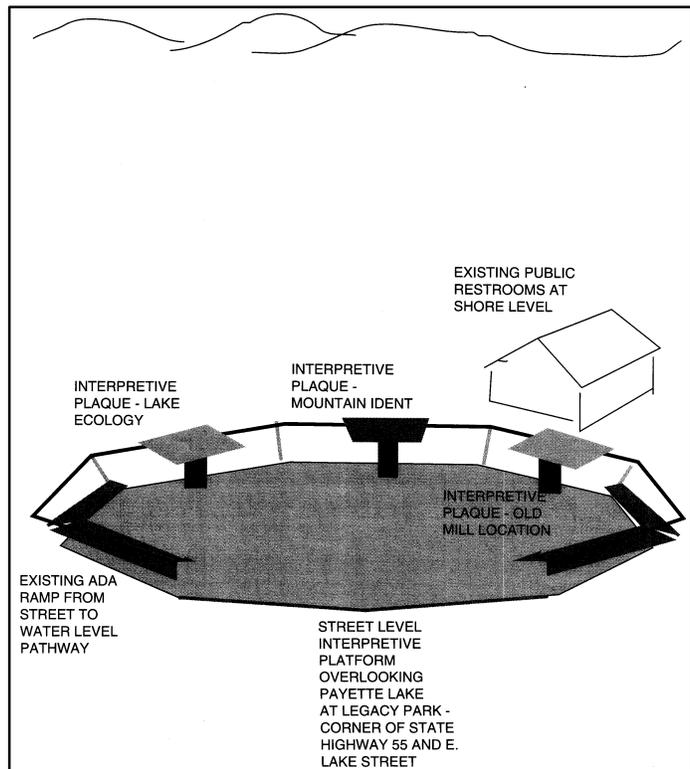


*Payette River Scenic Byway Kiosk Design.
Photo: Nichoel Baird Spencer*

need for an interpretive center. All Payette River Scenic Byway kiosks will follow the same design structure: three-sided with a roof. Local communities will have the flexibility to determine the materials used for construction of the kiosk.

Interpretive Signs

The third mode of interpretation for the Payette River Scenic Byway is the interpretive sign. Interpretive signs will be used when there is the need to interpret a specific point of interest or intrinsic quality, but a three-sided kiosk is unnecessary. Typically, interpretive signs will be used in conjunction with the interpretive kiosk, at an interpretive center, or where there is existing interpretive information. Interpretive signs will also be used if a kiosk would distract from the scenic view. For instance, in the City of McCall, a kiosk at Legacy Park would interfere with the view of Payette Lake; so interpretive signs would be used instead.



Example of proposed interpretive signage at Legacy Park

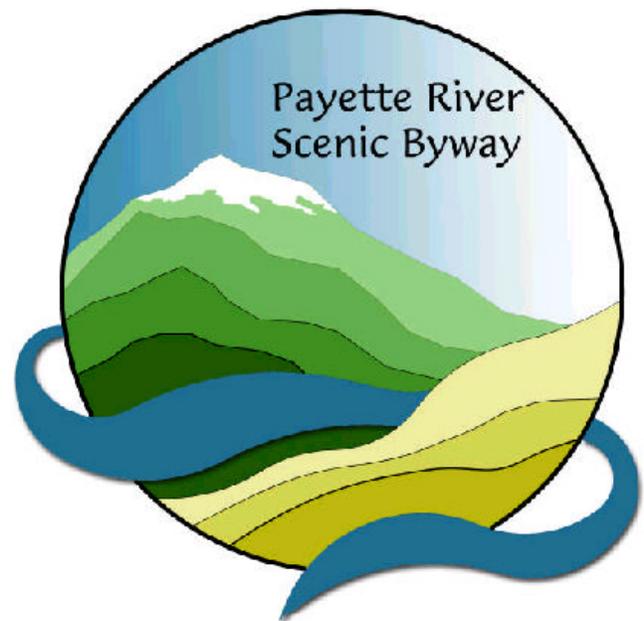
C. Centers to be Developed

Although one of the primary objectives of this corridor management plan is to provide interpretive information for the byway, it was decided that the modes of interpretation should not distract from the natural and scenic experience of the byway. There was also concern that the placement of interpretive information not create an additional traffic hazard (i.e., putting interpretive information in the canyon or at an already congested intersection). Therefore, both the Intrinsic Qualities Subcommittee and the Transportation Subcommittee evaluated the placement of interpretive information.

The modes of interpretation are being located in areas where there is existing interpretive information, within the cities along the byway, and in areas where interpretive information will improve the quality of the visitor's experience (i.e., the two gateway centers in the Cities of Eagle and New Meadows). Locating interpretive sites within or near the incorporated communities of the byways has the additional benefit of encouraging visitors to spend time in the area and provides them with an opportunity to contribute to the local economy.

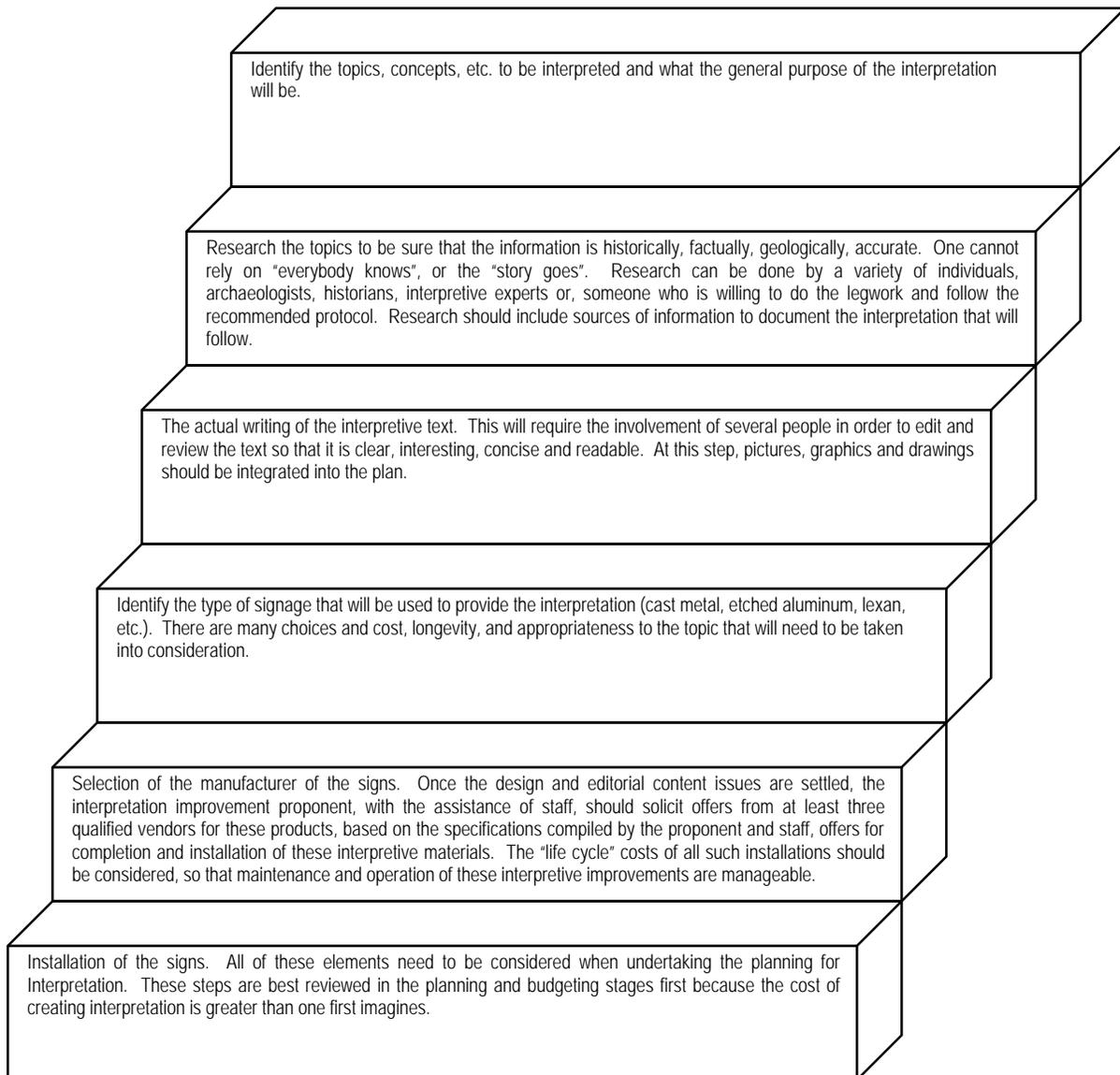
The information on the following page is an outline of the interpretive centers, kiosks and signs to be placed along the Payette River Scenic Byway. This information also provides a comprehensive plan for interpreting the six intrinsic qualities of the byway. Although, the Intrinsic Quality Subcommittee carefully outlined the interpretive information for each site, it is understood that this corridor management plan is a dynamic document that is expected to change over time. Therefore, the Intrinsic Quality Subcommittee recommends a review of this interpretive information prior to the construction of each site and annually thereafter. In this way, interpretive information could be updated annually.

Another objective of the Payette River Scenic Byway is to provide consistency for the entire byway. A family traveling the byway for the first time should be able to readily recognize the attractions and features of the byway. One way of accomplishing this is to have design features that are consistent from site to site. This is why the Advisory Council decided to require that all kiosks be three-sided. Additionally, all Payette River Scenic Byway Interpretive Areas should have the logo on the kiosk. Interpretive structures should also enhance the byway, not distract from it, so construction materials should be used which blend with surrounding design features.



D. Interpretation of the Scenic Byway

Communities and organizations wishing to interpret the Scenic Byway with the creation of interpretive panels at kiosks and interpretive signs at significant stops need to realize the process involved in creating any interpretation. There is a process and a cost to providing these elements, as simple as they seem. It would be advisable that anyone planning for interpretative signage be aware of these following steps:



**Payette River Scenic Byway
Proposed Interpretive Centers, Kiosks, and Interpretive Sign Locations**



City of Eagle

- Mode of Interpretation:** Interpretive Gateway Site
- Mile Marker:** 47.144
- Existing Amenities:** Pathways and parking
- Interpretive Information:** Kiosks: Eagle Point of Interest (POI), Scenic Byway Map and POI, biomes along the byway relating to flora/fauna, and deer migration routes relating to deer crossings and traffic safety. Signs: Historic Eagle and one to be determined.
- Site Components:** Eagle Gateway Center will have two kiosks and two interpretive signs, parking, a pathway and landscaping.
-



Bread Loaf Rock

- Mode of Interpretation:** Interpretive Signage
- Mile Marker:** 58.72-59.078
- Existing Amenities:** Pullout area
- Interpretive Information:** Sign: Photo of Bread Loaf Rock prior to highway realignment and discussion on geology of area and Payette River Scenic Byway.
- Site Components:** Improvement of Bread Loaf Rock Scenic Pullout. Add interpretive signage.
-



City of Horseshoe Bend

- Mode of Interpretation:** Kiosk and Historical Marker
- Mile Marker:** 64.373
- Existing Amenities:** City park, restrooms, and picnic area
- Interpretive Information:** Kiosks: Horseshoe Bend POI, Scenic Byway Map with POI, and history of Horseshoe Bend, role of logging in the area, role of the railroad to the area.
- Site Components:** Existing historical marker will be moved to Ada Street, adjacent to City Hall. Two interpretive kiosks will be added. Landscaping will be added. Possible upgrade of city restrooms. [Signage (interpretive) low; kiosks (interpretive); mounting, construction, placement; landscaping (sod); upgrade city restrooms; landscaping (trees); portal sign; parking reconfiguration; street light; and site prep.]
-

Banks River Access

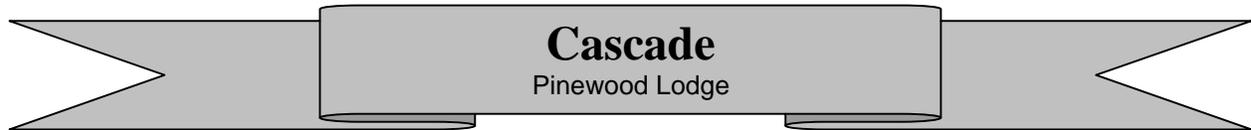
Mode of Interpretation:	Kiosks
Mile Marker:	78.82
Existing Amenities:	Parking and restrooms
Interpretive Information:	Kiosks: Banks area POI (Garden Valley, Lowman), recreation uses of the river, geology of river and 1996-97 Landslides, which removed "old Banks," seasonal changes which affect river and wildlife.
Site Components:	Improve existing USFS site. Add two kiosks and picnic/seating areas. [Kiosks: kiosk (interpretive); picnic tables (10' x 10'); concrete pad (10' x 10'); site prep; and POI marker.]

Round Valley Rest Area

Mode of Interpretation:	Interpretive Center
Mile Marker:	
Existing Amenities:	N/A
Interpretive Information:	Outside Signage: Weather and traffic. Inside: Focus on Natural Intrinsic Quality: Geology (Idaho Batholith, geology of what was once Pacific Coast, geology in Idaho. Include interactive computer modules, which will provide self-automated interpretation. Cultural IQ: Native American migration route (which followed what has become the PRSB) bringing natives into the Round Valley for camas. A description of various tribes that used this route. Discussion of importance of camas to native peoples.
Site Components:	Fully staffed rest area with indoor exhibits and restrooms and parking.

City of Cascade

Mode of Interpretation:	Greenbelt Signage
Mile Marker:	
Existing Amenities:	N/A
Interpretive Information:	To be determined.
Site Components:	[Interpretive signs (interpretation included); site prep; and POI marker.]



Cascade
Pinewood Lodge

Mode of Interpretation: Kiosk
Mile Marker: 114
Existing Amenities: N/A
Interpretive Information: To be determined.
Site Components: [Kiosks (interpretation included); mounting, construction, placement; and portal sign.]



Long Valley Ambush

Mode of Interpretation: Interpretive Center
Mile Marker:
Existing Amenities: N/A
Interpretive Information: To be determined.
Site Components:



City of Donnelly
Downtown Kiosk

Mode of Interpretation: Kiosk
Mile Marker: 131.126
Existing Amenities: N/A
Interpretive Information: Kiosk: POI for Donnelly and Roseberry and directions to other sites, area recreation map and information on biking, wildlife viewing (including Osprey and other birds), and Cascade Lake.
Site Components: Erect interpretive kiosk, which will provide direction to other interpretation in area. (Kiosk; site prep; POI marker; and 2-directional signage.)

Donnelly Community Center

- Mode of Interpretation:** Interpretive Center
- Mile Marker:**
- Existing Amenities:** Restrooms
- Interpretive Information:** Focus interpretation on history of the area and byway to include information on native peoples. Also focus on wildlife (birds and mammals) including migration patterns, flight corridors, and wintering areas.
- Site Components:** Rehabilitate existing community center into interpretive center with parking, landscaping, ADA accessible walkways and restrooms. (POI marker.)
-

Access to Tamarack Falls Fishing Bridge

- Mode of Interpretation:** Interpretive Signage
- Mile Marker:** 131.323
- Existing Amenities:** N/A
- Interpretive Information:** Sign: History of the Reservoir, flooding of the area, and cities of Thunder City and Van Wyck.
- Site Components:** Install interpretive sign at fishing bridge. (Interpretive signs; site prep; and POI marker.)
-

Access to Roseberry

- Mode of Interpretation:** Kiosk
- Mile Marker:** 131.323
- Existing Amenities:** Museum (open seasonally), parking and restrooms
- Interpretive Information:** Sign: History and culture of Roseberry area and its inhabitants.
- Site Components:** Install interpretive signage, which could be viewed year-round. [POI marker; kiosk (interpretation included); site prep; and directional signage.]
-

Interpretive Sign on South Entrance to McCall (Dienhard Area)

Mode of Interpretation:	Interpretive Signage
Mile Marker:	
Existing Amenities:	N/A
Interpretive Information:	Sign: Area POI and directions to other interpretation in McCall area.
Site Components:	Install interpretive signage. (South entrance to McCall: interpretive sign; directional signage; POI marker; and site prep.)

Old McCall Jail

Mode of Interpretation:	Interpretive Kiosk
Mile Marker:	143.873
Existing Amenities:	N/A
Interpretive Information:	Kiosk: History of McCall, Scenic Byway Maps, and intrinsic scenic qualities of the lake and peninsula.
Site Components:	Install kiosk at site (project already funded) (Interpretive kiosk; POI marker; directional signage; and site prep.)

Central Idaho Cultural Center (CICC)

Mode of Interpretation:	Interpretive Center
Mile Marker:	144.482
Existing Amenities:	Year-round ADA accessible restrooms, National Historic Register buildings to tour, parking (RV's also), museum display, interpretive station on Idaho Forest, Visitor Center in Chamber of Commerce
Interpretive Information:	Classroom: Six intrinsic qualities of the byway including history of: logging, mills, forest fire lookouts, mining, recreation, and archeology.
Kiosks:	McCall and area POI (Warren, Upper Payette Lake, Little Lake), mapboards for PRSB and POI, and interpretation of archeology of PRSB, Civilian Conservation Corps, and SITPA (history in McCall and Smiths Ferry).
Signs:	Self-guided tour of site w/interpretation of historic buildings and flora, Payette Lake, Payette River and Fish Hatchery (at Legacy Park), McCall Ranger District and CCC, Elo Road/Farm to Market, historic Finn area, and McCall Smoke Jumper's Base.
Site Components:	Create extensive interpretive site with classroom, kiosks, and signage. Amenities will include walkways and bike paths, picnic tables, a water fountain, and pathways from parking area to displays. (Portal signage.)

Legacy Park Improvements

Mode of Interpretation:

Mile Marker:

Existing Amenities:

Interpretive Information:

Site Components:

Little Ski Hill

Mode of Interpretation: Interpretive Signage

Mile Marker:

Existing Amenities: N/A

Interpretive Information: Signs: History of skiing (alpine and nordic) at Little Ski Hill and Brundage and sign on geology, presence of unique geology and diamonds.

Site Components: Install interpretive signage (Interpretive signage; POI marker; and site prep.)

New Meadows

Mode of Interpretation: Gateway Center

Mile Marker:

Existing Amenities: N/A

Interpretive Information: Kiosks: Payette River Scenic Byway (PRSB) Points of Interest and Map board, Meadows Valley POI, and panels on: ranching and agriculture, logging, recreation (primarily snowmobile), and the railroad.

Site Components: Meadows Valley Gateway Center will have parking and picnic areas and two interpretive kiosks. The site will be landscaped. [Parking; landscaping (sod, prep, irrigation); trees; kiosks; interpretation; portal signage; gateway signage; directional signage; picnic tables; picnic pads; concrete pathway (6' wide x 200'); site prep; and POI.]

CHAPTER VII

*Recreation on the
Payette River Scenic Byway*

CHAPTER VII

Recreation on the Payette River Scenic Byway

A. Recreational Opportunities

As discussed in previous chapters, year-round recreational opportunities abound on the Payette River Scenic Byway corridor. The lakes and rivers provide opportunities for boating, swimming, fishing, kayaking, and white water rafting. Public and private campgrounds are available for overnight and day use. Hiking and mountain biking are popular in many areas along the byway. For the wildlife enthusiast, there are many areas along the byway where wildlife is visible year-round. Hunting is another popular activity. Winter recreation includes Nordic and alpine skiing and snowmobiling. The Recreation Map in Appendix A includes information on trailheads and trails, campgrounds and winter parking. The Recreation Map also provides land ownership information. Additionally, the Comprehensive Points of Interest Chart in Chapter VI gives site-specific information regarding traveler amenities.



*Downhill skiing at Brundage Mountain, southwestern Idaho
Photo: Idaho Travel Council*

B. Recreation Assets: "A Trip on the Byway"

The rich recreational environment deserves some additional description.

The recreation opportunities begin early on your drive up the scenic byway beginning with **Eagle Island State Park** just west of town. This day-use park is open from Memorial Day through Labor Day weekend and offers a variety of family recreation opportunities including a very popular water slide.

On the way out of town, the **Eagle Skateboard Park and proposed Eagle/Ada County Athletic Complex** provide a variety of resources for organized youth sports.

At **Horseshoe Bend Park** travelers find an excellent location to stop and refresh in a shady community park great for picnics. Just north of town before the Payette River Bridge is the access road to the **Mill Pond** that offers the angler a chance to fish a stocked pond - great for kids.

Along the Byway near the River are many day use and camp grounds maintained by the US Forest Service that make excellent places for picnics, stretching and enjoying the river

scenery and wildlife or overnight camping. These sites include **Beehive Bend, Banks Beach and River Access, Otter Slide Campground,** and **Big Eddy Campground,** among others.

The River dominates this stretch of the Scenic Byway. There are many "world-class" rapids (Class III to VI, depending on the stretch) that challenge even the most advanced kayaker. Mid to late July also sees this area converted into a treat for competitive kayakers as well as spectators just out to enjoy the scenery. Outfitters and guides offer opportunities for brief excursions on the river or multi-day experiences.

Wellington Park at Cougar Mountain offers and excellent access to snowmobiling in season.

Carbarton "Put In" is a popular location for outfitters and family boaters to take boaters on the "Carbarton Run" portion of the Payette River experience.

During the spring and summer, the **Cascade Softball Complex** becomes a "Mecca" for tournaments involving ball players from all over the region.

Cascade also serves as the western access to **Lake Cascade State Park**. The Park finds its home on a Lake nestled at the base of the magnificent West Mountain range that offers all types of boating and fishing opportunities. Lake Cascade is a popular location for ice fishing in season. Campers have access to 300 tent and RV campsites around the shores of the Lake.

Also at Cascade is a challenging 9-hole **Cascade Public Golf Course**.

Heading north from Cascade, we follow Lake Cascade with several wildlife viewing areas along the way. At Donnelly, you will find access to the north end of Lake Cascade with many RV sites, summer fishing, including handicap fishing areas, and winter ice fishing, access to the many hiking trails, and hundreds of miles of snowmobile trails in the national forests.

North of Cascade the highway has intersecting roads that lead to Cascade Reservoir and the developed recreation sites along the shorelines. The Sugarloaf Campground and boat access being the primary development on the east shore of Cascade Reservoir. The highway proceeds through the small community of Donnelly and heads due north through the rural Long Valley. The Payette River is a distant memory along this stretch as the North Fork Payette is well out of sight of the Highway corridor.

Ponderosa State Park, just east of the City of McCall, is one of the "crown jewels" of the Idaho State Park system. The State Park is popular with campers and boaters with 1,000 acres of Ponderosa and lodge pole pine, wildlife and trails. It has one of the best Nordic ski systems in the United States and is the site of the Junior Olympics, the Senior Nationals, and the future site for the 2005 World Cup Races. The Park is also complimented by a 630-acre **North Beach Area** that provides primitive camping and offers excellent opportunities for canoe excursions.

In the City of McCall's **Legacy Park** at the water's edge are connected trails that bring you into the heart of the City of McCall's revitalized commercial district. This is a popular location for swimmers and boaters visiting Payette Lake. **Rotary Park** at the Payette Lake outlet is also a popular location for picnickers and swimmers. The City of McCall also offers a beautiful 27 hole **Municipal Golf Course** as well as ball fields that are popular in the summer for softball tournaments.

Heading out of the City of McCall for the City of New Meadows (another "world class" valley) lies one of the finest high mountain "powder" ski resorts in the intermountain west - **Brundage Mountain**. But before you head up the hill you may want to get your "ski legs" ready on **Little Ski Hill** just east of the City of New Meadows where you can enjoy the low cost simple pleasure of T-bar and cross country skiing.

The Meadows Valley at the terminus of our Scenic Byway also offers excellent recreation opportunities. Just north of the scenic village of New Meadows is **Meadow Creek Golf Course**. This championship golf venue is nestled between the Little Salmon River and the trees on the west side of the valley and also includes first class accommodations and dining on site.

World-class fly-fishing streams and mountain lakes abound around the Meadows Valley. From Goose Lake turn-off you can access over ten mountain lakes. Also, the Little Salmon River as it meanders through the valley floor and Goose creek, are teeming with cutthroat and rainbow trout. At the end our your Byway adventure enjoy **Zims Hot Springs** year round for swimming or just soaking after an arduous day in the hills or skiing.

C. Understanding and Mitigating Recreation-Related Issues

As initially identified by the Payette River Scenic Byway Advisory Council, the vast recreational opportunities can create some problems. In order to more fully understand what the recreation-related issues along the byway are, public land managers from the following agencies were consulted: the USFS Boise and Payette National Forests, the Bureau of Land Management, the Bureau of Reclamation, the Idaho Department of Parks and Recreation, and the Idaho State Department of Lands. The Payette River Scenic Byway Transportation Subcommittee also investigated recreation-related issues. The issues identified can be broken out into two categories: 1) health and safety; and 2) public awareness. Tables 7-1 and 7-2, located in Appendix B, outline the issues identified, parties who can give input and suggestions regarding these issues, and possible mitigation efforts.

CHAPTER VIII

*Transportation:
Designing a Safer Byway*

CHAPTER VIII

Transportation: Designing a Safer Byway

A. Setting Project Priorities

Safety Improvements

After reviewing the traffic information in Chapter V, the Transportation Subcommittee developed *Goal 1: Accommodate the mix of traffic on the Payette River Scenic Byway*. Transportation Subcommittee members were also guided by the desire to “preserve and share the culture of the area.”¹ This was also reflected in the public’s response to byway planning which indicated that there is a strong desire among the people who live and work along the byway to maintain the culture of the byway.² The subcommittee responded to this by identifying safety improvements that will not make the Payette River Scenic Byway a “four lane highway.” Instead, three types of projects were identified which will improve safety and traffic flow including:

- 1) Adding and lengthening passing lanes
- 2) Adding turn lanes
- 3) Improving intersections

Passing lanes, turn lanes and improved intersections will mitigate the safety and traffic flow problems currently facing the Payette River Scenic Byway and effectively accommodate the multiple users of the byway. The addition of passing lanes to a highway “is an effective method of reducing delay and increasing level of service.”³ Turn lanes and improved intersections will decrease accidents and improve overall safety by assisting in accommodating the multiple highway users.

B. Proposed Project List

Table 8-1 in Appendix B contains projects identified by the citizen-based Payette River Scenic Byway Transportation Subcommittee, as well as by the Idaho Transportation Department. It is important to note that projects identified by the Transportation Subcommittee, but not by ITD are not currently programmed as part of the Statewide Transportation Improvement Plan (STIP). It is anticipated that the projects identified by the Transportation Subcommittee will act as a recommendation to ITD for future transportation projects and serve as a guide for ITD when they work on projects in the future. The corresponding Transportation Map located in Appendix A, highlights projects currently programmed in ITD’s Statewide Transportation Improvement Plan (STIP) and those identified by the Payette River Scenic Byway Transportation Subcommittee.

¹ Transportation Subcommittee Meeting, 10/26/00.

² Community Input Meeting in Appendix B.

³ Northwest Passages CMP, 1997.

The prioritization of the transportation project list was based on the goals of the Transportation Subcommittee. Again, the first focus of the Transportation Subcommittee is safety. Therefore, top priority was given to projects that would address the most serious traffic hazards on the Payette River Scenic Byway. Among the top concerns are the Payette River Bridge and road widening project in the City of Horseshoe Bend, correcting sight distance problems at the City of Gardena and Bee Hive Bend, the intersection of Highway 55 and 17, the Smith's Ferry to Round Valley Alternate Route and the McCall Alternate Route. (Please see Table 8-1 in Appendix B) for a complete listing of top priority projects.) Projects being ranked number two or three were typically intersection and passing lane projects. The rating of these projects was based on the accident data and traffic use data found in Chapter V.

Improving Access to Intrinsic Qualities

The Transportation Subcommittee recognized that the purpose of the scenic byway is to slow people down and encourage travelers to stop and appreciate the intrinsic qualities. However, this objective is often contradictory to the Idaho Transportation Department's mission of providing "cost-effective transportation systems that are safe, reliable and responsive to the economical and efficient movement of people and products".⁴

In an effort to address this dichotomy, the Transportation Subcommittee identified Goal 2: *Provide safe access to the top points of interest, and gateway centers, interpretive sites, and kiosks.*

The Transportation Subcommittee looked at the "Top Points of Interest" identified by the Intrinsic Quality Subcommittee. Suggestions were made for:

- 1) Safer access to "Top Points of Interest"
- 2) Better signage was addressed
- 3) All Interpretive sites and kiosks will be designed in conjunction with ITD so that specific attention is given to the traffic impact as well as to the interpretive value of the site.
- 4) Safe areas for scenic viewing of wildlife and the Payette River were also identified and added to the Points of Interest Map.

Additionally, projects that support the interpretation and enhancement of the intrinsic qualities are included in the Proposed Transportation Project list. The focus on transportation is also reflected in the project descriptions for the development of interpretive areas found in Chapter VI.

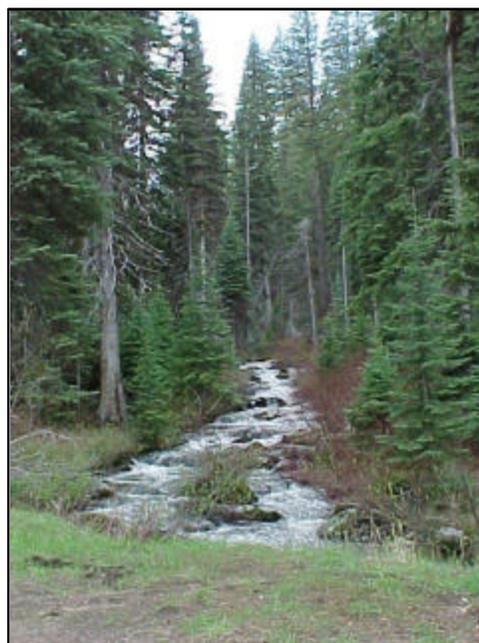
⁴ ITD, "Why Transportation is Important to Idaho."

C. Local Changes to the Highway (Use of Present Right-of-Way): Passing Lanes, Widening, and Intersection Projects

Table 8-1, located in Appendix B, shows a number of proposed transportation projects currently in the Idaho Transportation Department's FY 2001-2005 State Transportation Improvement Plan (STIP), that should improve the safety of the Payette River Scenic Byway within its present right-of-way. These projects could also have significant environmental or socio-economic impact, which could also affect the intrinsic qualities currently found along the byway. The Byway's Board of Directors will evaluate each project and give ITD their comments, as they relate to the Byway and the user's quality of experience.

D. Major Changes to the Highway (Development of New Right-of-Way): Alternate Routes, Major Rerouting, and Other Bypasses

The Payette River Scenic Byway is proposed on the existing Idaho State Highway 55, between Eagle, Idaho (in the south) and New Meadows, Idaho (in the north). For several years there has been talk and planning to develop alternate routes, one related to the Smith's Ferry area and one related to the City of McCall area. Since, the proposals are still in the preliminary development stages and no location decision(s) have been made for specific alignments, these proposed projects will not be dealt with in this document. At the appropriate time the Byway's Advisory Council will evaluate each project and give ITD their comments, as they relate to the Byway and the user's quality of experience.



*Flowing stream adjacent to the Scenic Byway near Wellington Snow Park, Smith's Ferry.
Photo: Marianne Piquet*

CHAPTER IX

*Community Management
and Promotion*

CHAPTER IX

Community Management and Promotion

A. Community Development Along the Payette River Scenic Byway

In the community input meetings held in the fall of 1999 and the spring of 2000, meeting participants were asked "...whether or not they saw the Corridor Management Plan as a tool for Economic Development." The term "economic development" was left undefined to allow the communities to form their own ideas regarding the economic needs of the communities. Review of the information generated at these meetings and discussions with stakeholders, including elected officials, business owners, chamber of commerce members, and residents, revealed that the needs varied depending on the community and the local economies.

For example, the City of Horseshoe Bend recently completed the "Gem Community" process and identified "providing and improving the social and economic conditions, tourism and amenities of Horseshoe Bend"¹. In the City of Donnelly, several Chamber of Commerce Members indicated that they would like to see an identifiable "business core". Stakeholders in the cities of Cascade and New Meadows voiced the concern that, although tourists pass through their towns, they do not stop. So, a goal for these two communities is to provide travelers with information about the area so that they will linger in the communities, shop, and feed money into the local economies. Community Development needs in the Cities of Eagle and McCall centered on providing amenities for visitors. Based on these comments and discussions, it became evident that in order for the communities to enhance their economies, all communities along the Payette River Scenic Byway have infrastructure needs that need to be addressed. Additionally, several of the communities are poised to implement at least some type of promotional program.

Community Development Projects

Through the planning process, it was decided by the Subcommittee that instead of spending time identifying projects that had already been identified, one of the tasks would be to review existing planning documents. A team from the Idaho Department of Commerce reviewed all available comprehensive land use plans from local governments, Gem Community Plans, and plans from other community planning and economic development groups to identify community development projects that would enhance the visitor's experience along the Payette River Scenic Byway and provide a benefit to the local community.

¹ Horseshoe Bend Gem Community Plan, 1999

The following criteria was used to select projects for this list:

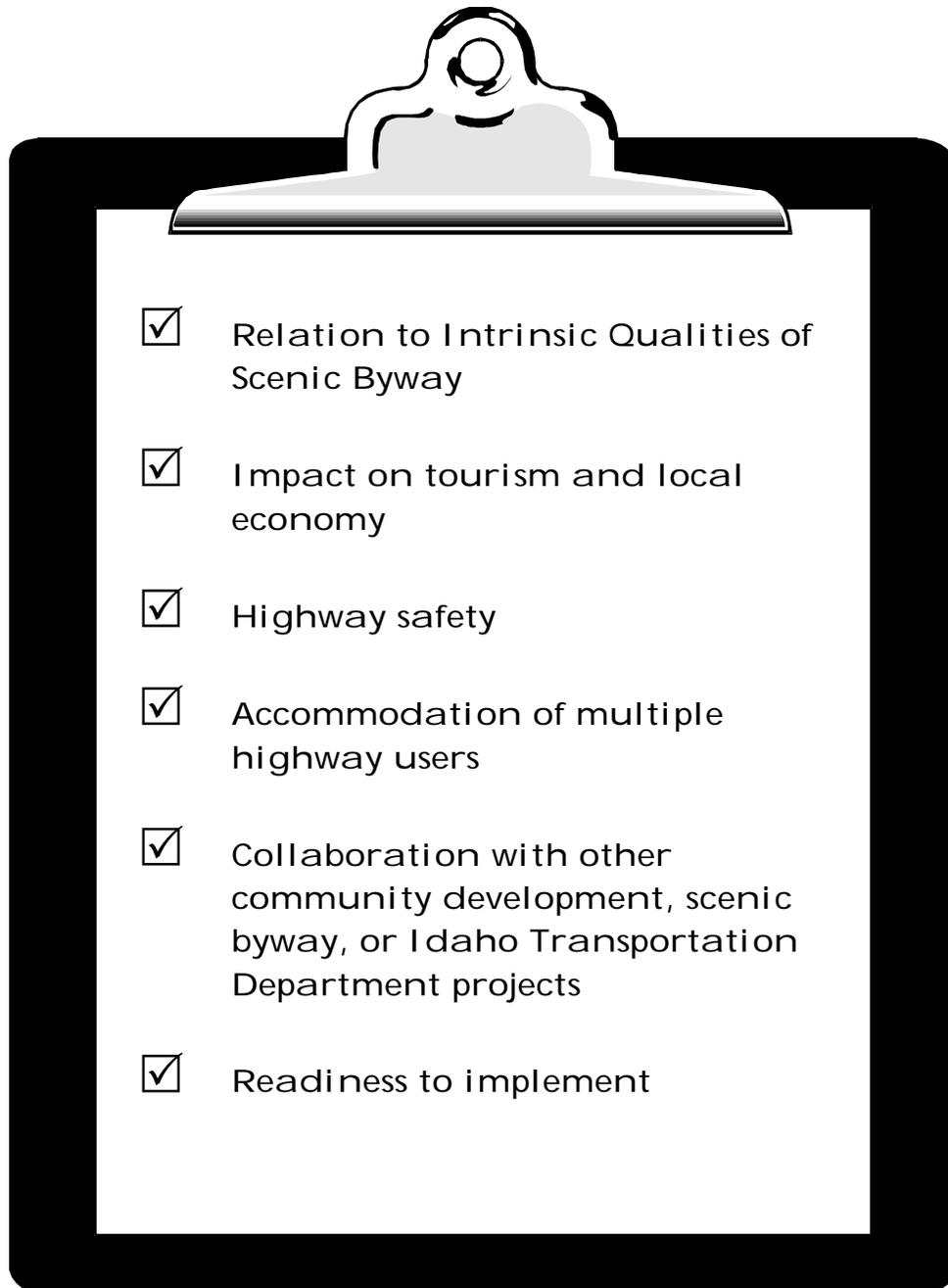


Table 9-1 Payette River Scenic Byway Corridor Management Plan Community Project List		
Community	Project Description	Funding Sources
Eagle		
Project #1	City of Eagle Signage	Scenic Byways
Project #2	Historical Museum	Historic Preservation
Project #3	Reid Merrill, Sr. Park	CARA
Horseshoe Bend		
Project #1	Streetscape/Pedestrian Improvements	Scenic Byway, ITD - TEA 21, CDBG
Project #2	Greenbelt Development	TEA-21 (CMAC) & USFS
Project #3	Railway Facility for Rail Tours/Historical	TEA-21 (CMAC & Enhancement)
Banks		
Project #1	Parking Improvements	ITD
Project #2	Recreation Enhancements	ITD/USFS/Scenic Byway
Smiths Ferry		
Project #1	Boating Access near Cougar Mtn. Lodge	ITD, Scenic Byway
Project #2	Add'l Snowmobile Parking	State Parks & Rec
Project #3	Railway Facility for Rail Tours	TEA-21 (CMAC & Enhancement)
Cascade		
Project #1	Greenbelt Development	TEA-21 (CMAC) & USFS
Donnelly		
Project #1	Downtown Streetscape	CDBG, ITD, Scenic Byway
McCall		
Project #1	South Corridor Streetscape	CDBG/ITD/Scenic Byway
Project #2	West Corridor Streetscape	CDBG/ITD/Scenic Byway
New Meadows		
Project #1 (Year 2)	Streetscapes, sidewalks, park benches, and lighting	CDBG

CHAPTER X

*Implementation of the
Corridor Management Plan*

CHAPTER X
Implementation of the Corridor Management Plan

One of the biggest concerns of the Payette River Scenic Byway Advisory Council is the implementation of this plan. This chapter will bring together the projects discussed in previous chapters and shows the prioritization of these projects. It also provides guidance for the future implementation of this plan and gives strategies for the management of the Payette River Scenic Byway. It is a culmination of the efforts that at least forty people have given to this project.

A. Prioritized Projects

On the following page is a comprehensive table (Payette River Scenic Byway Projects) containing all of the interpretive, transportation, and community development projects identified throughout this plan. This list is organized according to mile marker to provide an understanding of all of the byway and community needs for the entire Payette River Scenic Byway. It also contains project priorities and funding sources for each project.

For the most part, funding for these projects will be sought according to their priority. However, the implementation process needs to be flexible enough to allow for the development of projects if a specific funding source becomes available. Again, the focus of the Payette River Scenic Byway Advisory Council is to address the infrastructure needs along the byway, while trying to create a quality byway, which will have a positive economic benefit for the cities and counties on the Payette River Scenic Byway.

Payette River Scenic Byway Project List

Legend: PRSB = Payette River Scenic Byway; POI = Points of Interest; IQ = Intrinsic Quality

Location	Mile Marker	Project Description	Project Type	Priority*
Eagle				
		Historical Museum	Historic	3
		Reid Merrill, Sr. Park	Recreation	3
	47.144	Eagle Gateway Center will have one kiosk and one interpretive sign, parking and landscaping.	Interpretive Center (Gateway)	1
	47.144	Traffic Light at intersection	Transportation	3
	50.50	Passing Lanes	Transportation	3
	51.50	Lengthen "No Passing Lane"	Transportation	3
	56.50	Lengthen S. bound lane after hill	Transportation	3
Bread Loaf Rock	58.72-59.078	Improvement of Bread Loaf Rock Scenic Pullout. Add interpretive signage.	Interpretive	2
	63.60	Bridge – Payette River Bridge Rehab.	Transportation/ITD	1
	63.647	Widening: Major Widening to Main Street	Transportation/ITD	1
Horseshoe Bend				
		Streetscape/Pedestrian Improvements	Downtown Revitalization	3
		Railway facility for Rail Tours	Historic	3
	64.373	Existing historical marker will be moved to Ada Street, adjacent to City Hall. Two interpretive kiosks will be added. Landscaping will be added. Possible upgrade of City Restrooms.	Interpretive/Traveler Amenities	2
	65.00	Passing Lanes – Four lanes of passing lanes	Transportation	2
	65.380	Safety – Port of Entry Improvements	Transportation/ITD	2
	65.90	Turn Lane – North and South of Mill Pond	Transportation/ITD	
	67.00	Turn Lane – North & South for Porter Creek Rd.	Transportation	2
	68.50	Passing Lanes North bound and major widening at Gardena	Transportation/ITD	2
	69.00	Turn Lane –Gardena turning area needs improved vertical alignment for sight distance and some turn lanes	Transportation	1
	71.22	Guardrail—Install metal guardrail at Beehive Bend	Transportation/ITD	
	71.50	Turnout—Recreation turnout is dangerous. Needs better sight distances, wider road width and longer turnouts.	Transportation	1
	74.00	Passing Lane is too short.	Transportation	3
	75.80	Passing Lane – Banks passing lane project	Transportation/ITD	2

Note: All transportation projects require engineering design in order to define project scope.

* Transportation Projects have been prioritized

Payette River Scenic Byway Project List

Legend: PRSB = Payette River Scenic Byway; POI = Points of Interest; IQ = Intrinsic Quality

Location	Mile Marker	Project Description	Project Type	Priority*
Banks River Access	78.82	Improve existing USFS site. Add two kiosks and picnic/seating areas.	Interpretive	2
	78.80	Junction with Highway 17—Needs to be safer and more user-friendly. Turn Lane for southbound traffic. Less ITD signage in short distance.	Transportation	1
	78.80	Parking Improvements at Intersection	Transportation	3
	78.80	Recreation Enhancements	Interpretive/Recreation	3
	80.60	Safety – Trim rock that hangs out on turn.	Transportation	3
	82.00	Widening/Resurfacing—silver Bridge to Boise National Forest Boundary. Major widening and resurfacing.	Transportation/ITD	1
	82.10	Safety—The super on the northbound right hand lane is too flat.	Transportation	3
	89.80	Passing Lane needed at Big Eddy Campground	Transportation	3
	91.41	Install guardrail at Boise National Forest, northbound	Transportation/ITD	3
		Improve boating access near Cougar Mountain Lodge	Recreation	3
		Additional snowmobile parking	Recreation/ Transportation	3
		Railway facility for rail tours	Historic/Transportation	3
	94.850	Smiths Ferry to Round Valley Alternate Route Relocation	Transportation/ITD	1
	96.80	Turn Lane for Wellington Park	Transportation	2
	99.85	Rainbow Bridge Historical Preservation	Transportation/ITD	3
	100.19	Install metal guardrail near PR, RR Bridge	Transportation/ITD	3
	100.346	Install metal guardrail at Round Valley Creek Bridge.	Transportation/ITD	3
	100.730	Install metal guardrail south of Round Valley R.	Transportation/ITD	3
Round Valley Rest Area		Fully staffed rest area with indoor exhibits and restrooms and parking.	Interpretive/ Transportation/ITD	1
	101.89	Round Valley Passing Lane Project	Transportation/ITD	2
	105.00	Lengthen south bound passing lanes	Transportation	3
	106.9	Resurfacing Clear Creek to Payette River Bridge	Transportation/ITD	3
	111.00	Passing lanes and major widening south of Cascade.	Transportation/ITD	

Note: All transportation projects require engineering design in order to define project scope.

Payette River Scenic Byway Project List

Legend: PRSB = Payette River Scenic Byway; POI = Points of Interest; IQ = Intrinsic Quality

Location	Mile Marker	Project Description	Project Type	Priority*
Cascade				
		Greenbelt development	Recreation	3
	113.84	Widen North Fork Payette River Bridge	Transportation	2
Cascade - Pinewood Lodge	114	Interpretive Kiosk	Interpretive	2
Long Valley Ambush		Interpretive Center	Interpretive	3
	115.9	Widen to four lanes to bottom of Little Donner	Transportation	2
	115.9	Passing lanes and major widening north of Cascade	Transportation	2
	116.00	Improve intersection with Warm Lake Highway	Transportation	1
	123.00	Passing lanes and major widening, south of Donnelly.	Transportation	2
	126.00	Need turn bays for the truck traffic to and from gravel pit.	Transportation	1
	128.90	Intersection improvement—SISCRA and Farm-to-Market Road have a lot of turning traffic. Accommodate Market Road Day Use Area.	Transportation	1
	130.50	Make intersection with Old State Highway safer.	Transportation	1
Donnelly				
		Downtown Streetscapes/Pedestrian Improvements	Downtown Revitalization	3
Donnelly, Downtown Kiosk	131.126	Erect interpretive kiosk, which will provide direction to other interpretation in area.	Interpretive	2
Donnelly Community Center		Rehabilitate existing community center into interpretive center with parking, landscaping, ADA accessible walkways and restrooms.	Interpretive	2
Access to Tamarack Falls Fishing Bridge	131.323	Install interpretive sign at fishing bridge.	Interpretive	3
	131.323	Need middle turn lane for west Roseberry and Tamarack Falls Fishing Area.	Transportation	1
Access to Roseberry	131.323	Install interpretive signage which could be viewed year-round	Interpretive	3
	134.30	Improve horizontal and vertical alignment through dip.	Transportation	1
	138.45	Turn lanes north and south for Lake Fork Road.	Transportation	1
	139.10	Improve vertical alignment and sight distances through the top by the pond.	Transportation	3

Note: All transportation projects require engineering design in order to define project scope.

Payette River Scenic Byway Project List

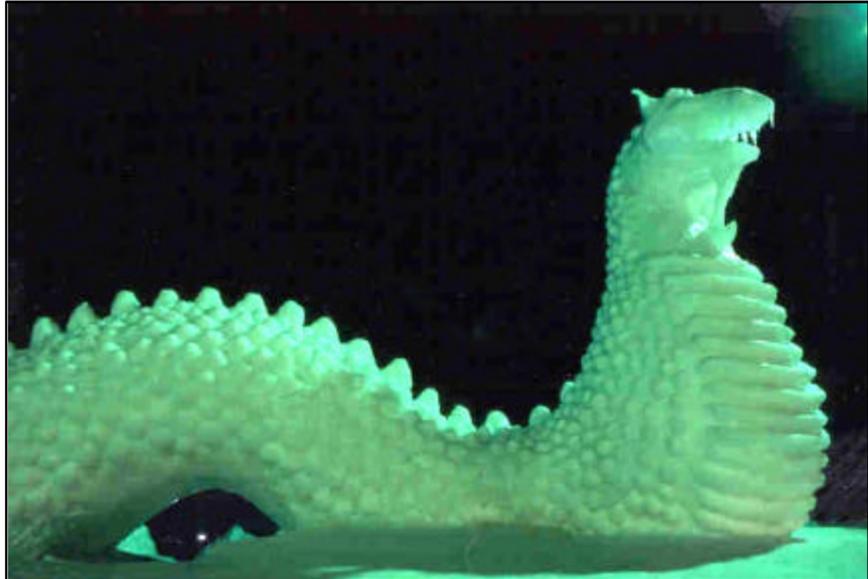
Legend: PRSB = Payette River Scenic Byway; POI = Points of Interest; IQ = Intrinsic Quality

Location	Mile Marker	Project Description	Project Type	Priority*
	140.30	McCall Alternate Route – Stage 1	Transportation/ITD (Prelim)	1
	141.986	Turn lane north and south at Elo Road	Transportation/ITD	
McCall				
		South Corridor Streetscape	Pedestrian Improvements/ Downtown	3
Interpretive Sign on South Entrance to McCall (Dienhard)	142.00	Install interpretive signage.	Interpretive	3
	143.87	North bound turn lane at Park Street in McCall	Transportation/ITD	2
Old McCall Jail	143.873	Install kiosk at site (project already funded)	Interpretive	2
		West corridor Streetscape	Pedestrian Improvements/ Downtown	3
CICC	144.482	Create extensive interpretive site with classroom, kiosks, and signage. Amenities will include walkways and bike paths, picnic tables, a water fountain, and pathways from parking area to displays.	Interpretive	2
	145.00	Widen to three lanes with a turn lane from MM 145-147.	Transportation	3
	147.60	Left turn at Payette Lakes Ski Area.	Transportation	2
Little Ski Hill		Install interpretive signage.	Interpretive	2
	148.50	Bear Creek lodge on west side.	Transportation	3
	149.00	Turn bay at Brundage Mountain	Transportation	2
	149.589	Left turn for south bound traffic into Goose Lake Road and Brundage Mountain Ski Area.	Transportation	3
New Meadows				
		Meadows Valley Gateway Center will have parking and picnic areas and two interpretive kiosks. The site will be landscaped.	Interpretive	1
		Streetscape/Pedestrian Improvements	Pedestrian Improvements/ Downtown	3
Corridor Signage with Logo				
		Payette River Scenic Byway signage with new logo along the corridor. Signage locations to be determined in cooperation with Idaho Transportation Department.	Transportation/Scenic	1

Note: All transportation projects require engineering design in order to define project scope.

B. Promoting the Payette River Scenic Byway

In addition to the construction projects identified for the Payette River Scenic Byway, a promotional plan has been developed. The promotional plan for the Payette River Scenic Byway consists of two phases. Phase I is a short-term plan for the initial two years, and Phase II outlines the long-term marketing goals for the byway over the next 5-10 years. These were developed to support a community-oriented marketing strategy and a plan that emphasizes the implementation of infrastructure before broad-based promotion is undertaken, two of the goals of the Payette River Scenic Byway planning process. Table 9-2, located in Appendix B, illustrates Phase I of the promotional plan.



Sculpture from McCall Winter Carnival. The Winter Carnival which Cascade, Donnelly, McCall and New Meadows all participate in, is just one of the many unique events along the Payette River Scenic Byway. The Promotional Plan will provide a regional effort to promote the byway communities and events.

Photo: Kirk Keogh

Promotional Tools

The following identifies ways in which the Payette River Scenic Byway Corridor can be promoted and the tools that can be used to send a consistent message about the byway, its intrinsic qualities, and the communities that make up the Payette River Scenic Byway. These tools are designed to be a comprehensive way to promote the projects and messages outlined in this corridor management plan. Although these are the anticipated tools that will be used, methods of promotion may be added or deleted based on the outcome of the community-oriented marketing study.

Gateway Centers, Interpretive Kiosks and Computers¹: As discussed in Chapter VI, the Gateway Centers and interpretive kiosks will be the primary way of providing information about the byway, its intrinsic qualities, unique features, and communities. These kiosks will also house maps with local points of interest. The Round Valley rest area will have the most extensive opportunity for interpretation of the Payette

¹ Year 1 and 2

River Scenic Byway. Computerized “portals” at this site could provide the opportunity for interactive interpretation. Additional computerized sites could be developed at the New Meadows Depot interpretive site, Central Idaho Cultural Center, and Donnelly Interpretive Center.

Internet Website²: The website provides a dynamic, ever-changing way to highlight the intrinsic qualities and communities along the Payette River Scenic Byway. As discussed above, it will also be a resource to provide information on the amenities of the byway and information about current events along the byway and road construction projects.

Payette River Scenic Byway Brochure³: Once the Payette River Scenic Byway interpretive sites, kiosks, and signs are in place, a brochure will be developed which will include a map of these sites and the amenities available at each site. The brochure’s text will highlight the unique characteristics of the byway, its intrinsic qualities, and key points of interest and attractions. This brochure will be completed in conjunction with the Wildlife Canyon and Ponderosa Pine Scenic Byways and will encourage the traveling public to take the “scenic byway” loop, which will increase the benefit to local economies as travelers stay overnight and explore the area.

Audiotapes⁴: Audiotapes will be created to further enhance the traveler’s experience of the byway. Audiotapes will have additional information regarding the intrinsic qualities of the byway and points of interest along the byway. Audiotapes will be created in conjunction with the brochures and compliment the information contained in the brochure. Audiotapes would be available at locations in the gateway communities of Eagle and New Meadows, the Round Valley Rest Area, Cascade Interpretive Kiosk, and Central Idaho Cultural Center.

Maps (Year 1 and On-Going): It was discovered in the planning process that several of the maps published both publicly and privately have incorrect information about the Payette River Scenic Byway. The Community Management Subcommittee will take the responsibility of identifying major mapmakers, both locally and nationally, and provide them with correct information about the cities, counties and unincorporated communities along the byway.

Comprehensive Plans (Year 1 and On-Going): There are four counties and six incorporated cities along the Payette River Scenic Byway. Each of these local jurisdictions has a comprehensive plan, which outlines the long-term policies for growth and development of the jurisdiction. These comprehensive plans have provided guidance for this corridor management plan and in turn it is hoped that the projects identified within this document will be referred to in the appropriate comprehensive plans.

² Year 1 and On-going

³ Year 3

⁴ Year 3

Guided Tours: The Community Management Subcommittee will work with local chambers of commerce in communities that would like to provide guided tours of their areas. The identified Points of Interest in Chapter VI, could be used as the basis for these tours. Guided tours will provide an in-depth explanation of the history, culture, recreation, and beauty of a community. It would also be another way to encourage the traveler to stop and linger in a community and contribute to the local economy.

Memorandums of Agreement

In order for this plan to successfully be implemented, the Payette River Scenic Byway Advisory Council has deemed it necessary to oversee the implementation of the corridor management plan and address issues that arise regarding the management of the byway. Representation is based on the statutory authority to make decisions for the governmental jurisdictions along the Payette River Scenic Byway. In conjunction with the completion of this plan, all entities with jurisdiction along the Payette River Scenic Byway will enter into the Memorandum of Agreement, which will outline the membership of the Advisory Council and the roles and responsibilities of all participating entities.

Organizational Makeup

The Advisory Council will be a 15-member panel with one representative for each of the following:

Ada County	City of Cascade	Boise National Forest
Adams County	City of Donnelly	Bureau of Land Management
Boise County	City of Eagle	Bureau of Reclamation
Valley County	City of Horseshoe Bend	Idaho State Department of Lands
	City of McCall	Payette National Forest
	City of New Meadows	

One of the factors that have contributed to the creation of this corridor management plan was the tremendous amount of time committed by people participating in the three planning subcommittees: Intrinsic Quality, Transportation, and Community Management. Therefore, these three subcommittees will be retained under the proposed organization structure of the Payette River Scenic Byway Advisory Council. The responsibility of the subcommittees would be to analyze the projects and issues pertaining to their areas of expertise. The subcommittees would then provide feedback to the Advisory Council. The organizational chart on the following page demonstrates this chain of command.

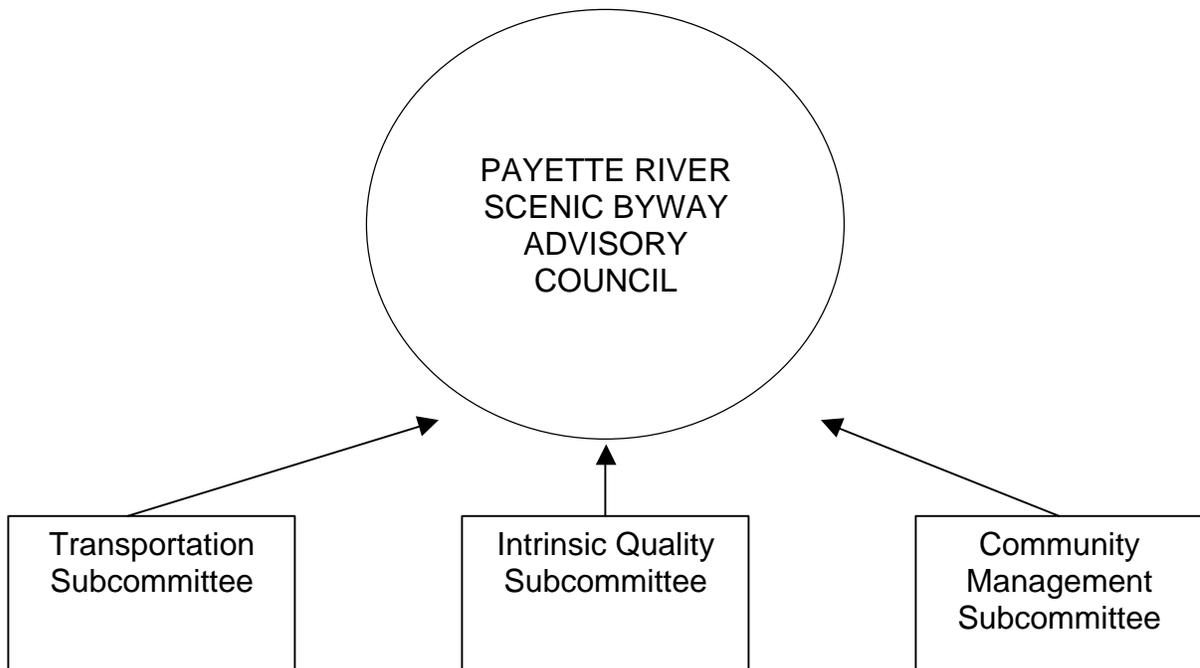
Coordinating Agency and Non-Profit Status

It was also decided by the Payette River Scenic Byway Advisory Council that it would be beneficial to the organization to be an incorporated non-profit entity. After careful consideration, the Payette River Scenic Byway Advisory Council decided that it was not feasible to incorporate as an independent non-profit, so it petitioned the regional economic development planning organization, IDA-ORE, to become part of its corporate identity. IDA-ORE will act as the coordinating agency and provide the Board of Directors with human resources and equipment which will allow the Board to move forward with its role of “providing direction and policies” for the management of the byway and implementation of the corridor management plan (Please see Appendix E for the Advisory Council’s Rules of Operation).

Advisory Council’s Meetings and Decision Making

As outlined in the Advisory Council’s Rules of Operation for the Payette River Scenic Byway, (Appendix E), the Advisory Council will have a scheduled quarterly meeting, but may call a special session as necessary. The Subcommittees will need to determine the frequency of their meetings, once the plan is put into implementation.

One of the most important things that this plan does is to provide a process for making recommendations to the Idaho Transportation Department, public land agencies, and cities and counties located along the Scenic Byway. The development of the “Situational Analysis Matrix” will enable the Payette River Scenic Advisory Council to make recommendations regarding issues that are facing the byway at any given time. As with the rest of this corridor management plan, the matrix will be updated as deemed necessary by the Payette River Scenic Byway Board of Directors.



Situational Analysis Matrix Example			
Situation	Collaborative Partners	Action Steps	Recommendation
Request to install cell phone tower in Ada County	Ada County	<ul style="list-style-type: none"> Request notification from all local governments when they are considering issues, which impact the Scenic Byway. Ask input for input from Ada County. Analyze impact to Scenic Byway: intrinsic qualities and socio-economic impact. 	<ul style="list-style-type: none"> Scenic Byway Board of Directors should make a recommendation regarding the issue Recommendation is sent to appropriate local government, in this case, Ada County.
Proposed Alternate Route in the future	ITD and applicable local jurisdiction	<ul style="list-style-type: none"> Coordinate with ITD and appropriate local government. Request formal presentation of project proposal and alternatives. Ask to have representative on project "scoping committee." Ensure that community input is sought Analyze impact to Scenic Byway in terms of intrinsic qualities and socio-economic impacts. 	<ul style="list-style-type: none"> Following NEPA process and selection of an alternate route, Payette River Scenic Byway Board of Directors will make formal recommendation regarding which route byway will take in the future.

Analysis of current situation

Analysis of future situation

Management of Funds

As outlined in the Rules of Operation, Appendix E, The President of the Payette River Scenic Byway Board of Directors will sign a letter of recommendation for any grants, which will be submitted on behalf of the Payette River Scenic Byway. However, the sponsor of the grant will be the entity responsible for any grant, which is received. The same rules apply for any contracts, which are entered into regarding the Payette River Scenic Byway. IDA-ORE will be responsible for the management of all funds possessed by the Payette River Scenic Byway Board of Directors. This includes the deposit and payment of funds.

Revisions to the Corridor Management Plan

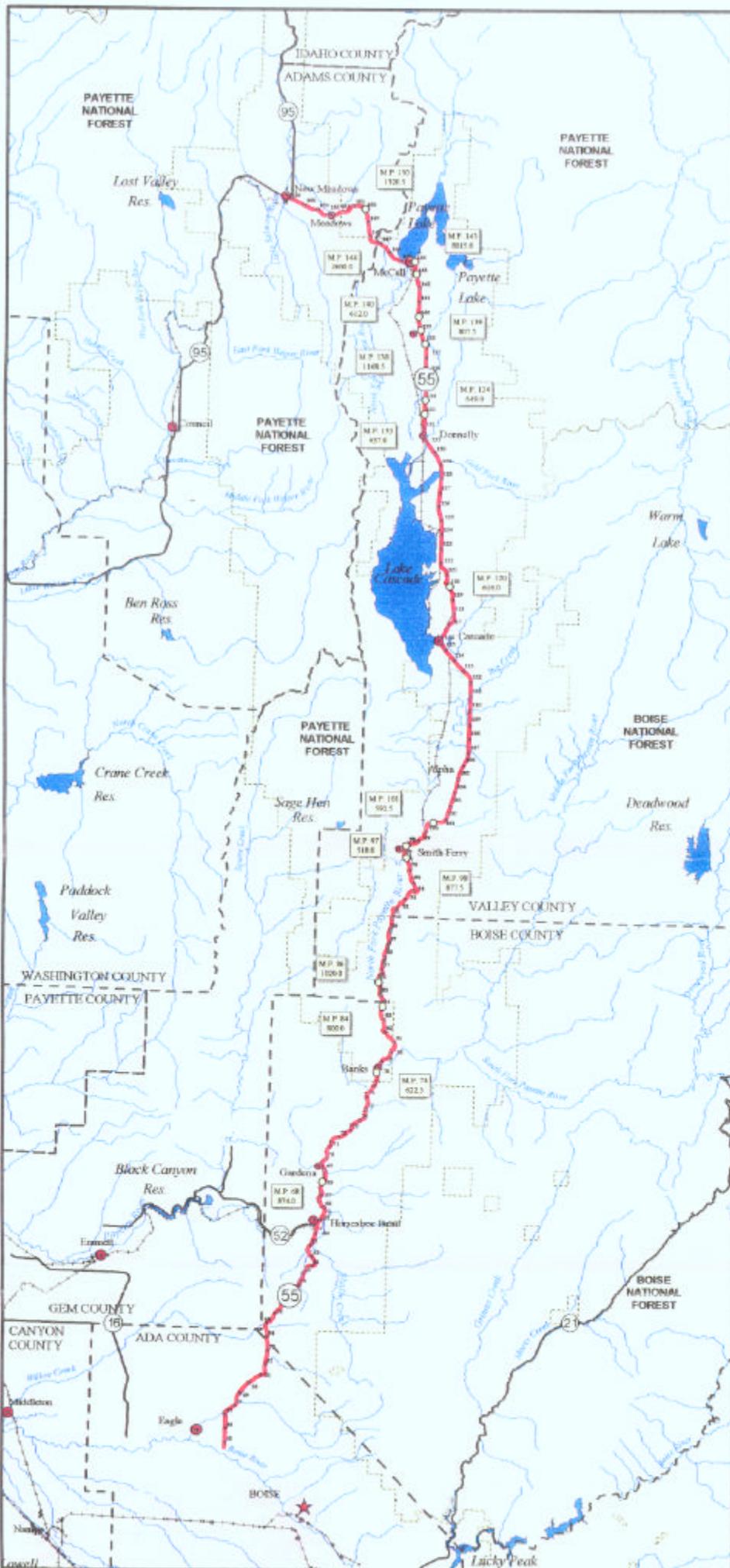
It is recommended that the Payette River Scenic Byway Advisory Council review the current status of the corridor management plan on an annual basis and make changes to the plan as necessary. Any substantial changes to the plan must be approved by the four counties and six cities, which are located on the Payette River Scenic Byway.

C. Conclusion

The strength of this plan lies in its ability to be implemented. Through the measures outlined in this chapter, strategies are provided for implementing the projects and priorities outlined in the rest of this document. With the successful implementation of this document, the Payette River Scenic Byway will become a quality byway, which will be enjoyed by all of the local residents and visitors to the byway.

APPENDIX A

Maps



LEGEND

- Mile Posts with a Actual Hazard Score
- I/D Mile Marker
- National Forest Boundary
- Wilderness Area
- County Boundary

TOWNS

- 1-500 population
- 501-1000 population
- 1001-5000 population

TRANSPORTATION

- Highway 55 - Payette River Scenic Byway
- Highway
- Road
- Rail Road
- Stream

1 0 1 2 3 4 Miles

Created: Idaho Department of Water Resources and the United States Geological Society

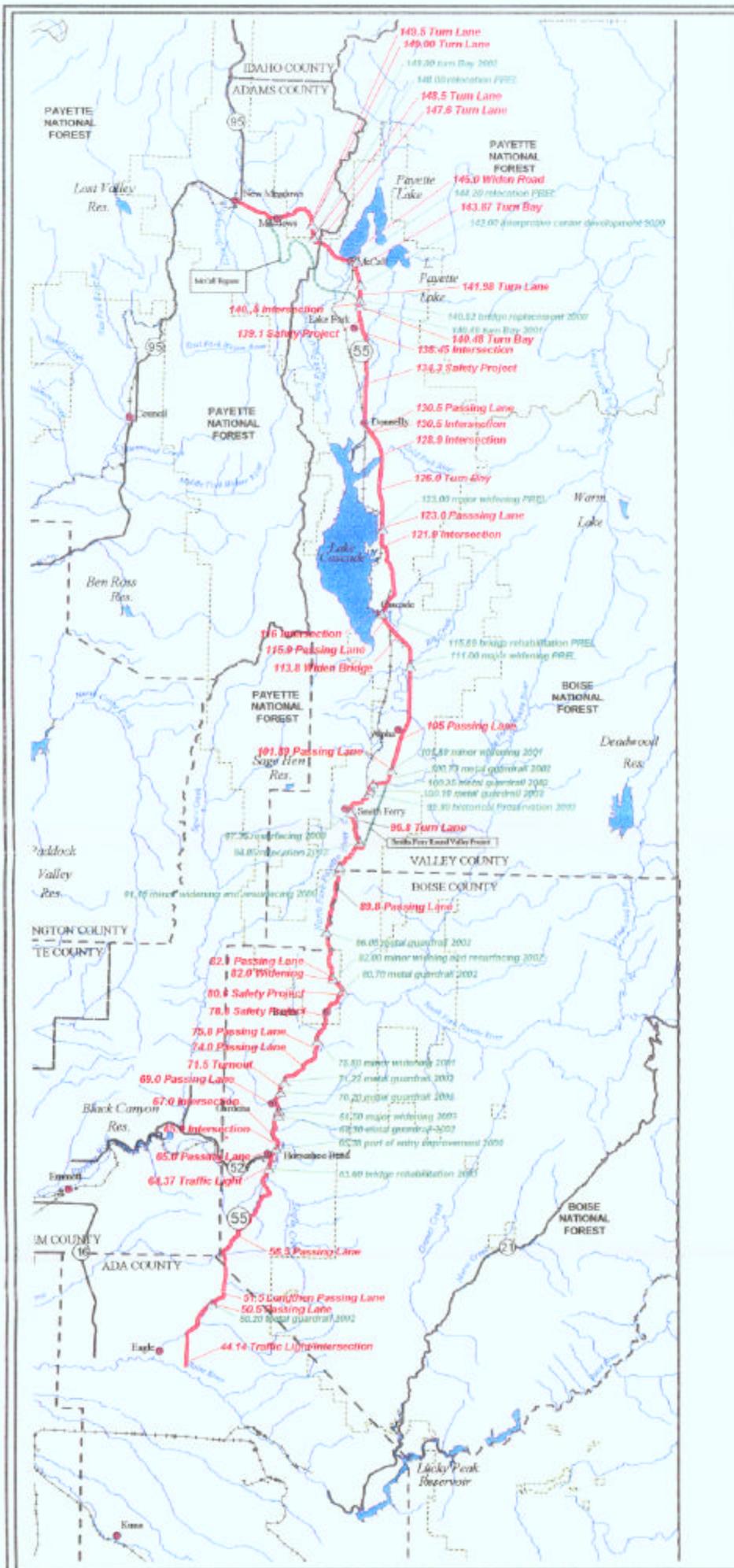
NOTES:

Text shown in the yellow squares refers to the Actual Hazard Score for that particular milepost

The Actual Hazard Score is derived by the following equation: # of accidents x the accident rate total for that location

The accident rate is categorized as follows:
 Fatal Accident = 10.0
 A(type)-Injury + Accident = 7.5
 B(type)-Injury + Accident = 5.0
 C(type)-Injury + Accident = 2.5





LEGEND

- Site Projects (See text for descriptions)
- Current Realignment Projects
- National Forest Boundary
- Wilderness Area
- County Boundary
- TOWNS**
- 800-6000 population
- 6501-25000 population
- 25001-129500 population
- TRANSPORTATION**
- Highway 55 / Payette River Scenic Byway
- Highway
- Road
- Rail Road
- Stream

1 0 1 2 3 4 Miles

(Source: Idaho Department of State Resources and the United States Geological Society)

NOTES:

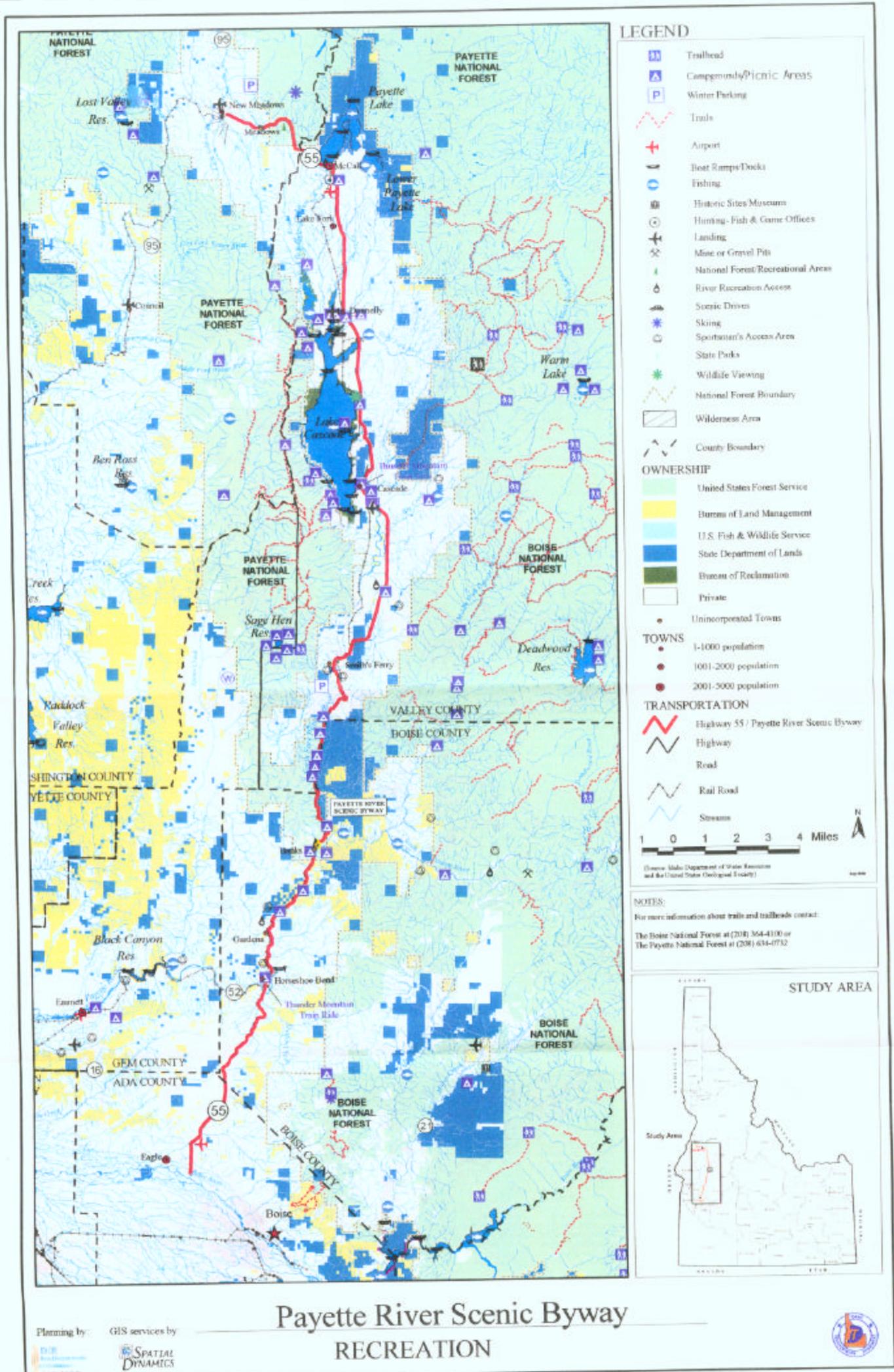
- Text Shown in Green Indicate STIP Projects*
- Text Shown in Red Indicate priority projects determined by Scenic Byway Transportation Subcommittee*

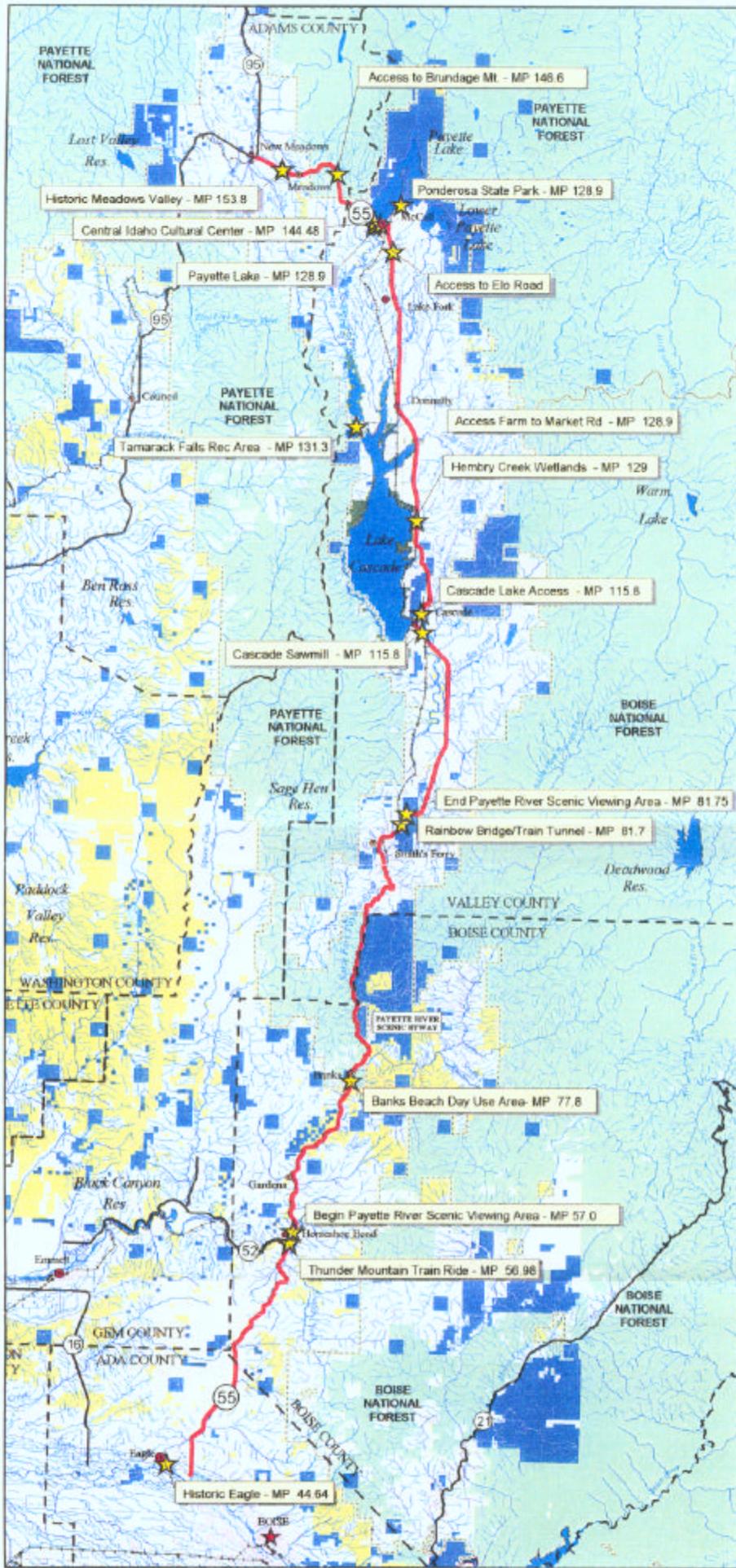


**Payette River Scenic Byway
TRANSPORTATION**

Planning by: GIS services by:







LEGEND

- Point of Interest (refer to text for description)
- National Forest Boundary
- Wilderness Area
- County Boundary
- OWNERSHIP**
 - United States Forest Service
 - Bureau of Land Management
 - U.S. Fish & Wildlife Service
 - State Department of Lands
 - Bureau of Reclamation
 - Private
- Unincorporated Towns
- TOWNS**
 - 500 - 6500 population
 - 6501 - 25000 population
 - 25001 - 129500 population
- TRANSPORTATION**
 - Highway 55 / Payette River Scenic Byway
 - Highway
 - Road
 - Rail Road
 - Streams



(Source: Idaho Department of Water Resources and the United States Geological Society)

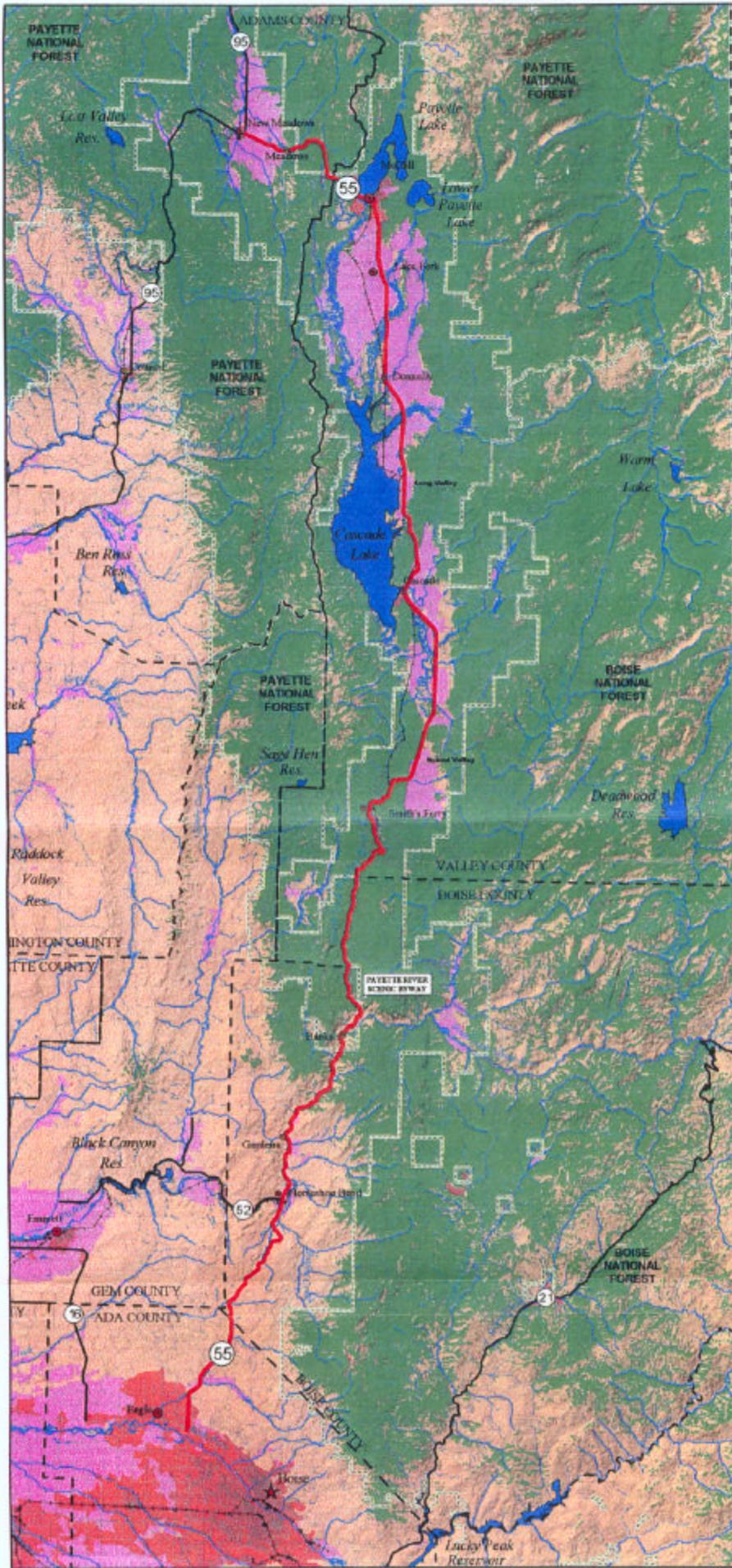
NOTES:



**Payette River Scenic Byway
POINTS OF INTEREST**

Planning by: GIS services by:





LEGEND

- VEGETATION** Source - 1982 Landsat TM (3AF Analysis) (Shaded)
- Agriculture-(Ranching, Farming, and Grassland)
 - Barren Land
 - Forest Uplands
 - Non-Forested Lands
 - Water, Riparian and Wetland Areas
 - Snow and Ice
 - Urban or Developed Land

- National Forest Boundary
- Wilderness Area
- County Boundary
- Unincorporated Towns
- 1-1000 population
- 1001-2000 population
- 2001-5000 population

- TRANSPORTATION**
- Highway 55 / Payette River Scenic Byway
 - Highway
 - Road
 - Rail Road
 - Streams



Source: Idaho Department of Water Resources and the United States Geological Society

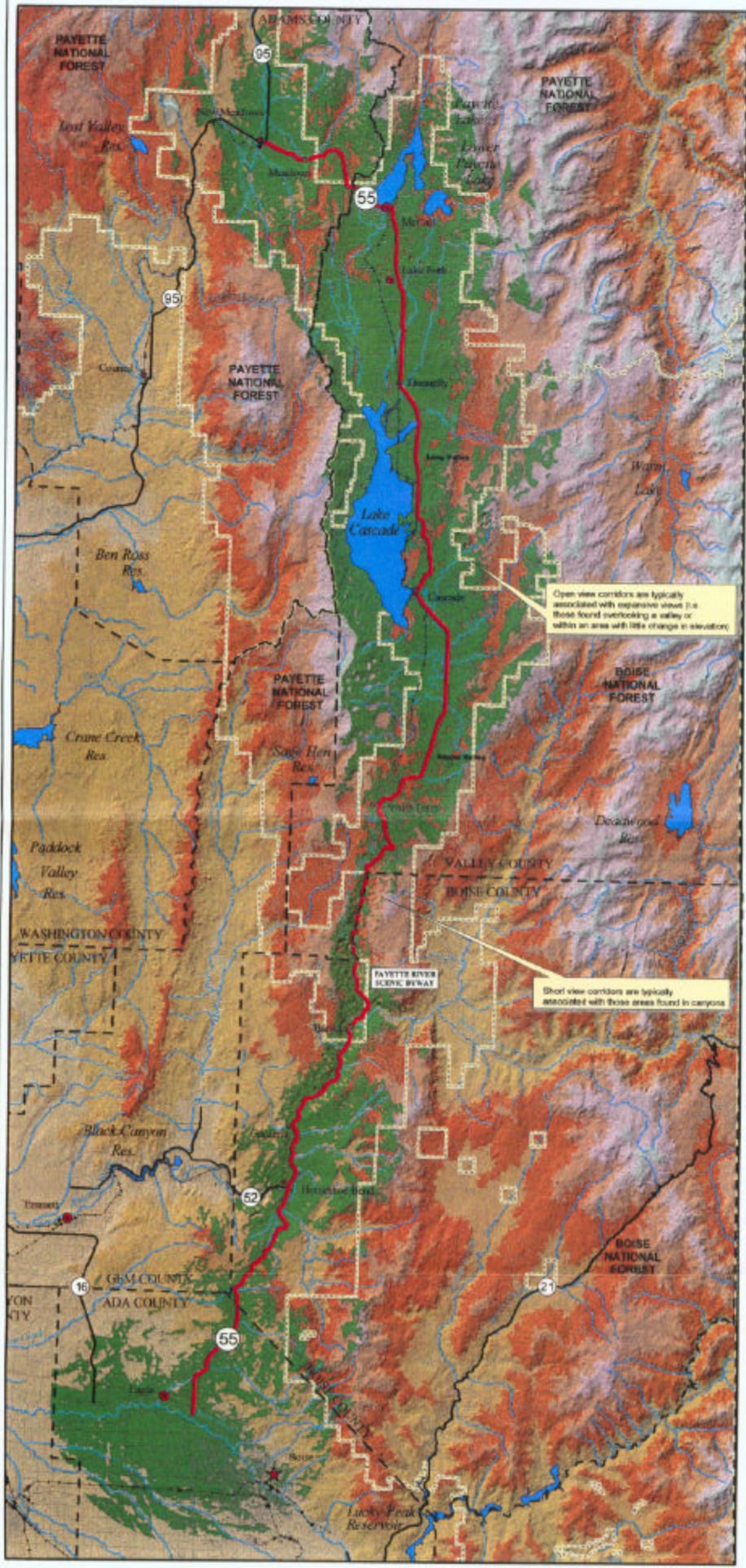
NOTES:



Planning by: GIS services by:

Payette River Scenic Byway
VEGETATION





LEGEND

Areas Visible From Scenic Byway

ELEVATION (values are in feet)

- 0 - 1000
- 1001 - 2000
- 2001 - 3000
- 3001 - 4000
- 4001 - 4500
- 4501 - 5500
- 5501 - 6500
- 6501 - 7500
- 7501 - 8500
- 8501 - 9200

Other Symbols:

- National Forest Boundary
- Wilderness Area
- County Boundary
- Unincorporated Towns

TOWNS

- 1-1000 population
- 1001-2000 population
- 2001-5000 population

TRANSPORTATION

- Highway 55 / Payette River Scenic Byway
- Highway
- Road
- Rail Road
- Streams

Scale: 1 0 1 2 Miles

Division of Water Resources and the United States Geological Survey

Open view corridors are typically associated with expansive views (i.e. those found overlooking a valley or within an area with little change in elevatory).

Short view corridors are typically associated with those areas found in canyons.

NOTES:

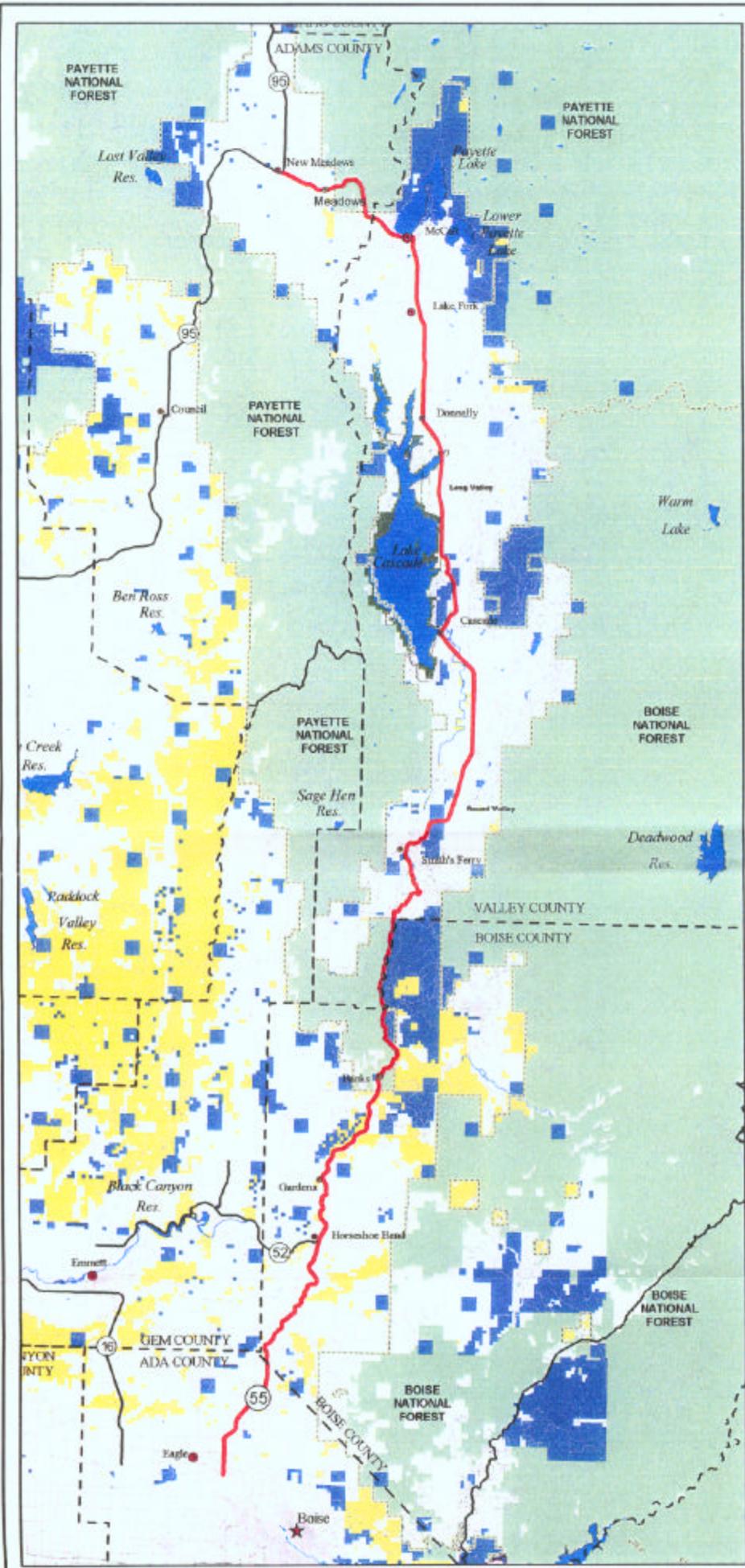
The visibility analysis demonstrates those areas visible from the Payette River Scenic Byway. A GIS (Arc/INFO) was used to perform the analysis. A viewer height of 6' was used at tenth of a mile intervals for the length of the Scenic Byway. The analysis relied strictly on terrain screening, and did not incorporate vegetation, fires, logging, or other activities that may occur along the byway may open up views to adjacent landscapes. The visibility analysis should be used as a guideline to help land planners maintain the scenic integrity of the corridor.



Planning by: GIS services by:

**Payette River Scenic Byway
VISUAL RESOURCES**





LEGEND

- National Forest Boundary
- Wilderness Area
- County Boundary

OWNERSHIP

- United States Forest Service
- Bureau of Land Management
- U.S. Fish & Wildlife Service
- State Department of Lands
- Bureau of Reclamation
- Private

TOWNS

- 1-1000 population
- 1001 - 2000 population
- 2001 - 5000 population

TRANSPORTATION

- Highway 55 / Payette River Scenic Byway
- Highway
- Road
- Rail Road
- Streams

1 0 1 2 3 4 Miles

Source: Idaho Department of Water Resources and the United States Geological Society

NOTES:



Planning by: BACE
 GIS services by: SPATIAL DYNAMICS

Payette River Scenic Byway OWNERSHIP



APPENDIX B

Figures and Tables

Figure 4-1

PAYETTE RIVER SCENIC BYWAY CORRIDOR MANAGEMENT PLAN ORGANIZATIONAL FLOW CHART

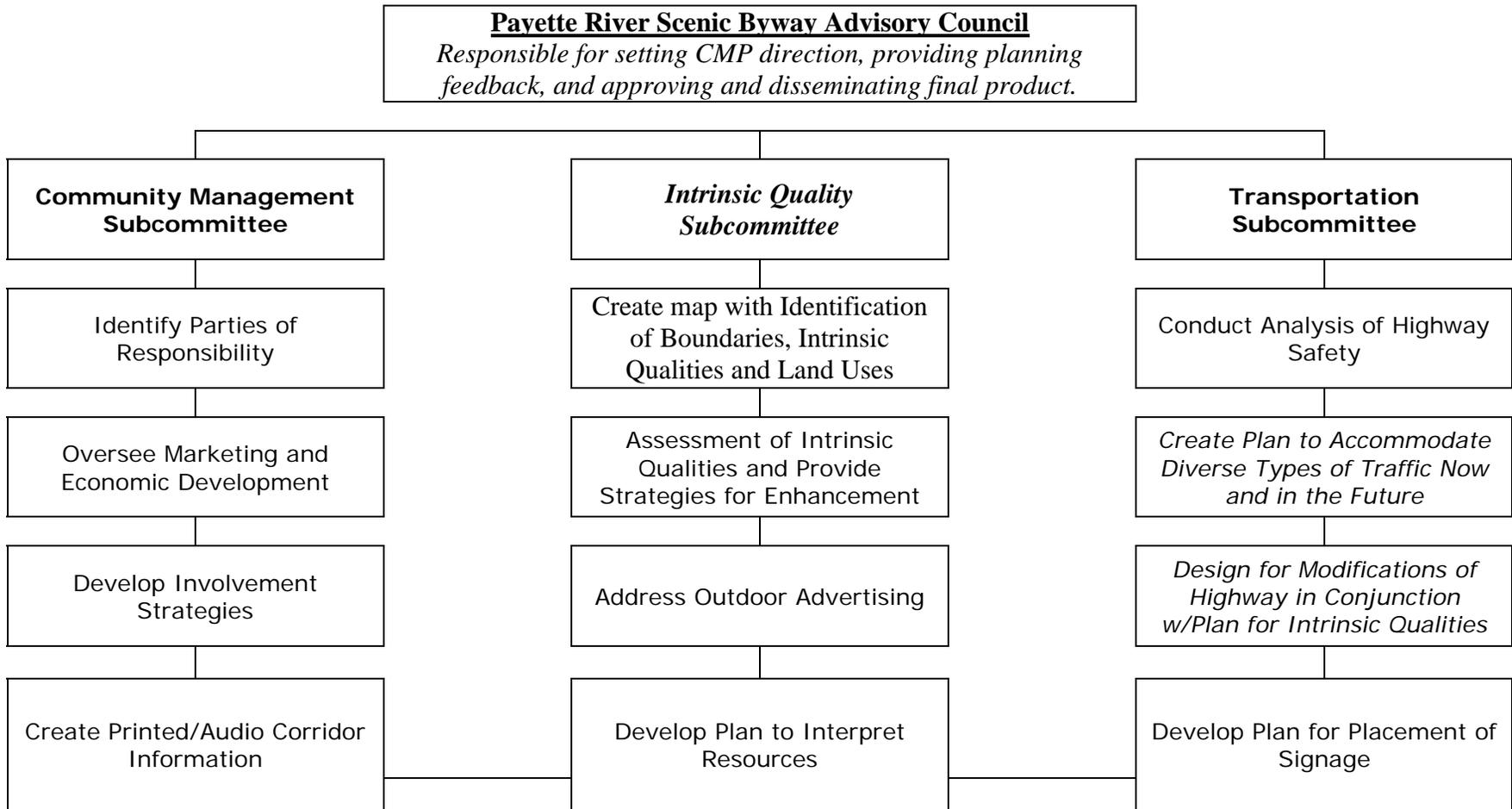
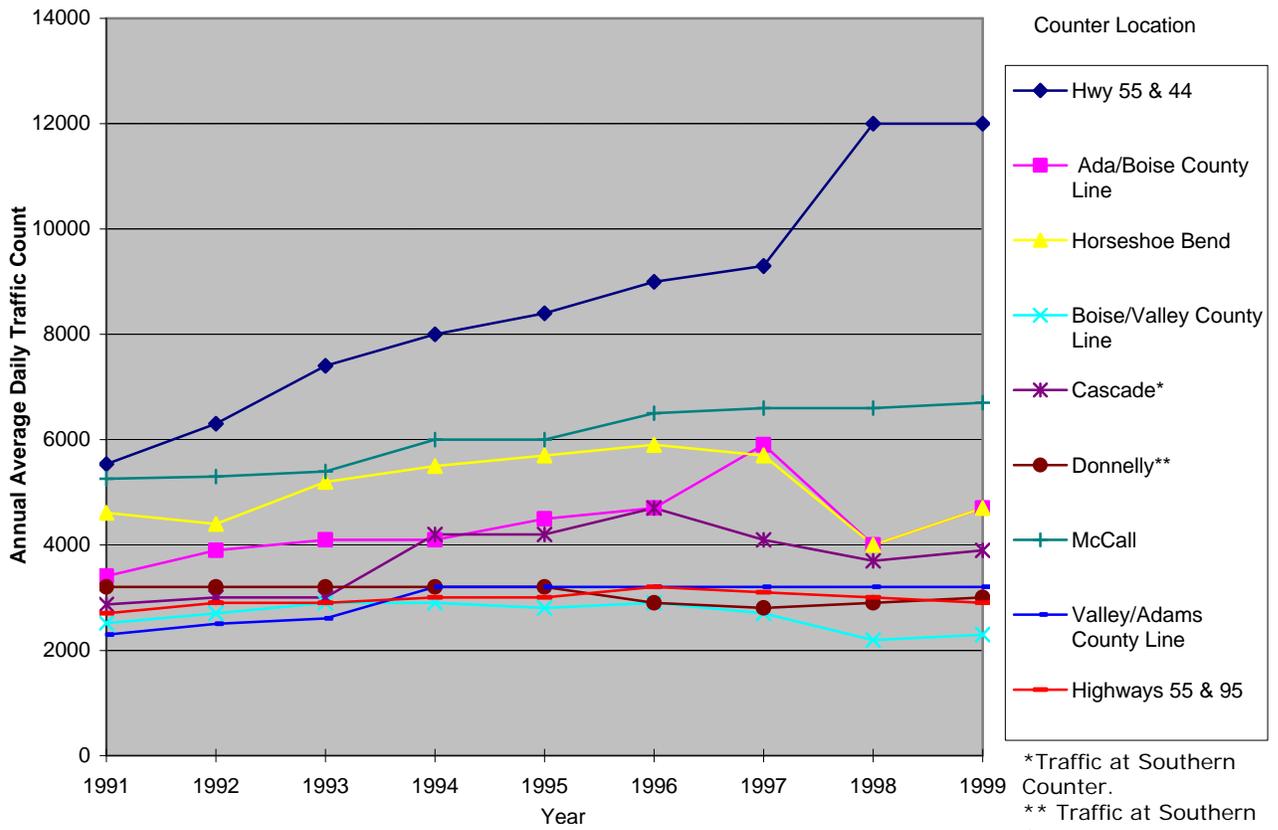


Figure 5-1

**Payette River Scenic Byway
Annual Average Daily Traffic Counts
1991-1999**



Source: ITD Annual Average Daily Traffic Maps 1991-1999.

Table 5-1

**Payette River Scenic Byway
Commercial Traffic Counts
1991 to 1999**

	1991	1992	1993	1994	1995	1996	1997	1998	1999
Hwy 55 and 44	310	310	310	350	350	890	890	1,300	1,300
Ada/Boise County Line	380	380	380	380	400	440	440	230	230
Horseshoe Bend	510	510	510	510	510	510	510	510	510
Boise/Valley County Line	450	450	450	450	350	350	320	320	320
Cascade*	470	450	450	290	450	450	320	270	270
Donnelly*	390	390	390	390	390	390	390	320	320
McCall	420	420	420	420	420	420	420	420	420
Valley/Adams County Line	290	290	290	290	290	290	290	290	290
Highways 55 and 95	330	330	330	330	330	330	330	330	330

* Traffic counts collected at southern traffic counter.

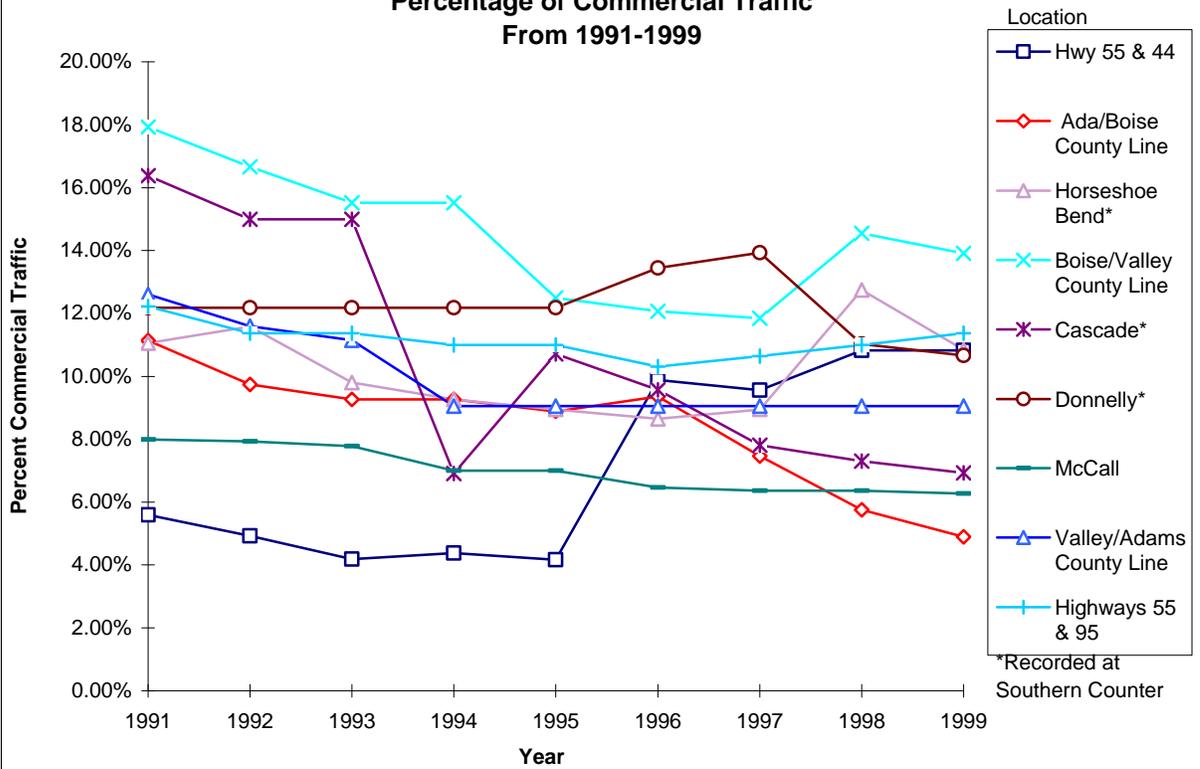
**Table 5-2 PAYETTE RIVER SCENIC BYWAY: ACCIDENT STUDY USING DATA FROM 1995-1999
INTERSECTION SH 44 & 55 TO SH 55 & US 95 - DEVELOPED BY TOM KERR JULY 2000**

MM	# OF ACCIDENTS	TOTAL RATE	"R" INDEX	"H" INDEX	MM	# OF ACCIDENTS	TOTAL RATE	"R" INDEX	"H" INDEX
44	5	21.0	4.30	105.0	101	15	39.5	2.63	592.5
45	11	35.0	3.18	385.0	102	8	16.0	2.00	128.0
46	1	2.5	2.50	2.5	103	9	21.0	2.33	189.0
47	4	14.5	3.63	58.0	104	8	20.0	2.50	160.0
48	4	10.5	2.63	42.0	105	6	10.0	1.67	60.0
49	6	22.0	3.67	132.0	106	4	12.0	3.00	48.0
50	8	24.0	3.00	192.0	107	8	8.0	1.00	64.0
51	6	21.0	3.50	126.0	108	4	8.0	2.00	32.0
52	5	5.0	1.00	25.0	109	9	35.5	3.94	319.5
53	2	12.5	6.25	25.0	110	9	28.5	3.17	256.5
54	9	23.5	2.61	211.5	111	7	12.5	1.79	87.5
55	11	22.0	2.00	242.0	112	16	26.5	1.66	424.0
56	9	16.0	1.78	144.0	113	9	13.0	1.44	117.0
57	3	11.0	3.67	33.0	114	5	10.5	2.10	52.5
58	4	9.5	2.38	38.0	115	12	13.5	1.13	162.0
59	3	3.0	1.00	9.0	116	5	12.0	2.40	60.0
60	13	32.5	2.50	422.5	117	6	7.5	1.25	45.0
61	5	22.0	4.40	110.0	118	9	25.5	2.38	229.5
62	4	17.0	4.25	68.0	119	8	14.5	1.81	116.0
63	5	10.5	2.10	52.5	120	16	38.5	2.41	616.0
64	5	14.5	2.90	72.5	121	10	14.0	1.40	140.0
65	1	1.0	1.00	1.0	122	3	4.5	1.50	13.5
66	4	8.0	2.00	32.0	123	7	24.5	3.50	171.5
67	10	26.5	2.65	265.0	124	3	7.0	2.33	21.0
68	19	46.0	2.42	874.0	125	4	12.0	3.00	48.0
69	4	17.0	4.25	68.0	126	7	10.0	1.43	70.0
70	4	8.0	2.00	32.0	127	1	1.0	1.00	1.0
71	6	18.0	3.00	108.0	128	6	7.5	1.25	46.0
72	8	26.5	3.31	212.0	129	3	3.0	1.00	9.0
73	6	18.0	3.00	108.0	130	14	35.5	2.54	497.0
74	9	41.0	4.56	369.0	131	7	19.0	2.71	133.0
75	8	33.5	4.19	268.0	132	6	6.0	1.00	36.0
76	6	18.0	3.00	108.0	133	14	45.5	3.25	637.0
77	2	6.0	3.00	12.0	134	16	40.0	2.50	640.0
78	15	41.5	2.77	622.5	135	10	24.5	2.45	245.0
79	11	44.0	4.00	484.0	136	11	19.5	1.77	214.5
80	11	47.0	4.27	517.0	137	7	10.0	1.43	70.0
81	2	6.0	3.00	12.0	138	19	61.5	3.24	1,168.5
82	4	10.5	2.62	42.0	139	19	42.5	2.24	807.5
83	10	28.5	2.85	285.0	140	18	34.0	1.89	612.0
84	20	40.0	2.00	800.0	141	15	34.0	2.27	510.0
85	5	10.5	2.10	52.5	142	8	26.0	3.25	208.0
86	20	51.0	2.55	1,020.0	143	70	114.5	1.64	8,015.0
87	6	9.0	1.50	54.0	144	38	70.0	1.84	2,660.0
88	13	20.0	1.54	260.0	145	7	16.5	2.36	116.5
89	5	10.5	2.10	52.5	146	13	33.0	2.54	429.0
90	5	15.5	3.10	77.5	147	9	20.0	2.22	180.0
91	8	15.5	1.94	124.0	148	2	3.0	1.50	6.0
92	8	21.5	2.69	172.0	148	3	3.0	1.00	9.0
93	7	10.0	1.43	70.0	150	19	69.5	3.66	1,320.5
94	15	34.0	2.27	510.0	151	8	22.5	2.81	180.0
95	7	16.5	2.36	115.5	152	11	24.5	2.23	269.5
96	7	12.5	1.79	87.5	153	6	23.0	3.83	138.0
97	14	37.0	2.64	518.0	154	1	1.0	1.00	1.0
98	15	58.5	3.90	877.5	155	2	6.0	3.00	12.0
99	10	28.5	2.85	285.0	156	1	2.5	2.50	2.5
100	9	9.0	1.00	81.0					

MM = Starting Mile marker
TOTAL RATE = Sum of Accident Rates
"R" INDEX = **TOTAL RATE / NUMBER OF ACCIDENTS**, which indicates the average rate.
"H" INDEX = **NUMBER OF ACCIDENTS X TOTAL RATE**, which indicates ACTUAL HAZARD
 ACCIDENT RATINGS: Fatal Accident = 10.0; A-Injury+ Accident = 7.5; B-Injury Accident = 5.0; C-Injury Accident = 2.5;
 Property Damage/Report = 1.0

Figure 5-2

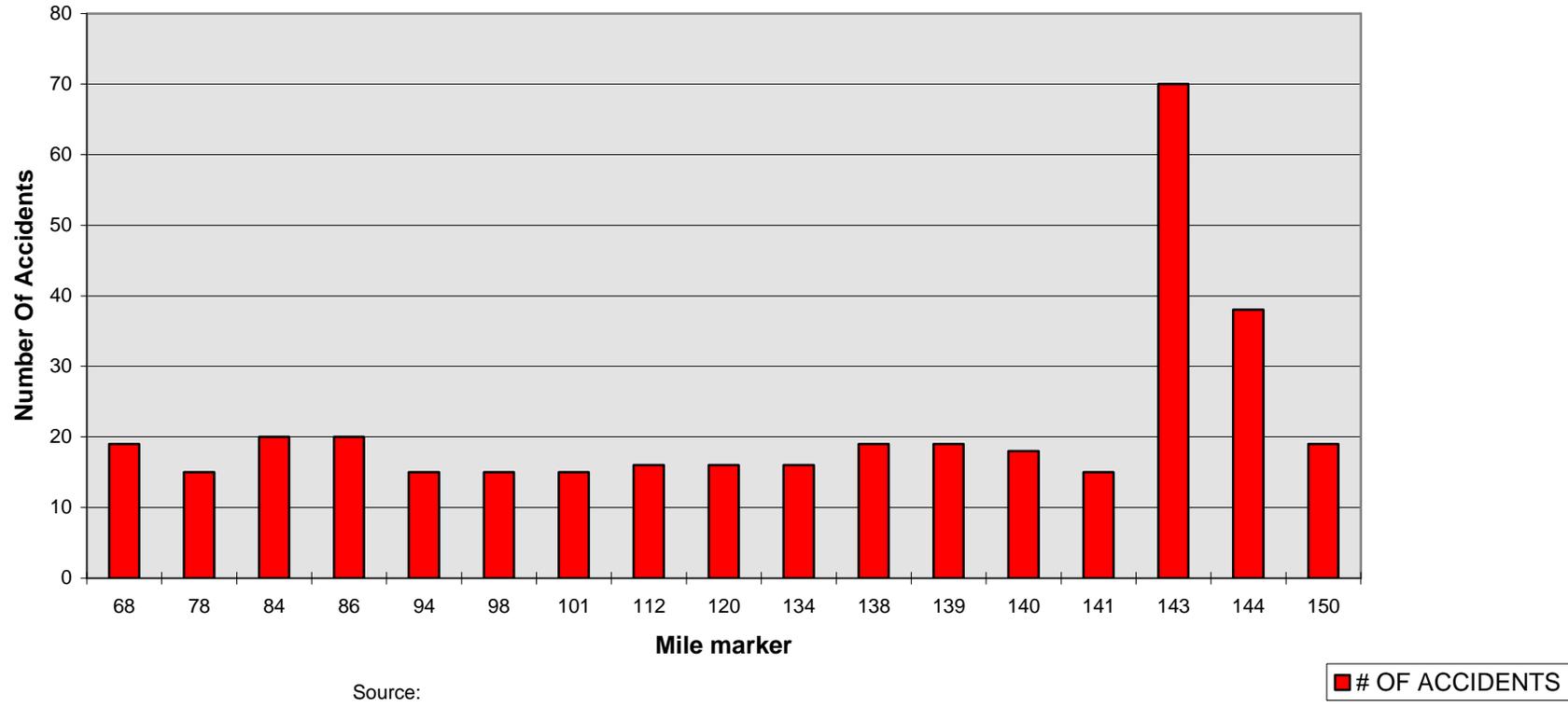
Payette River Scenic Byway
Percentage of Commercial Traffic
From 1991-1999



Source: ITD Commercial Traffic Maps 1991-1999.

Figure 5-3

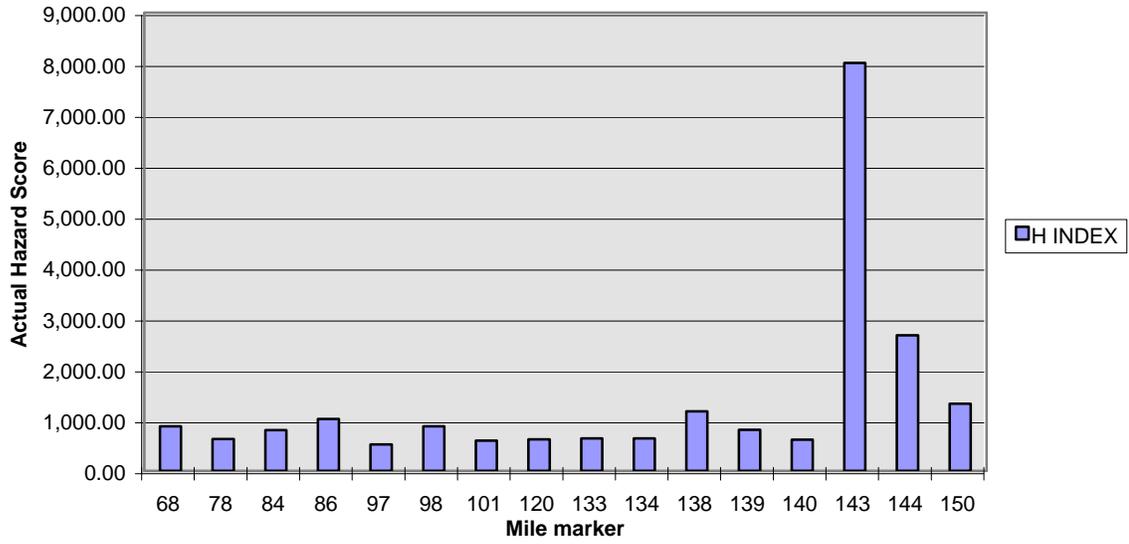
**Payette River Scenic Byway
Top 10 Percent of Actual Accidents
1995-1999**



Source:

Figure 5-4

**Payette River Scenic Byway
Top 10 Percent of Actual Hazards by Milemarker**



Source:

Number	Description	Type	Agency	Q Recreation	Q Historical	Q Cultural	Q Scenic	Q Natural	Information	Boat Launch	Marina Boat Slips	Day Use Docks	Picnic Sites	Group Picnic Shelters	Tent Camp Sites	RV Camp Sites	Group Camp Sites	Fish Cleaning Station	RV Dump Station	Sinks and Showers	Restrooms	Electrical Hook-ups	Handicap Access	Trailheads	Viewpoints/Vistas	
48	ACCESS TO GOLD FORK FEED & ELK SLEIGH RIDE	NAT	Private																							
49	ACCESS GOLD FORK HOT SPRINGS	REC	Private																							
50	OLD STATE HWY WETLANDS	NAT	Reclamation																							
51	DONNELLY BOAT DOCK BEACH	REC	Reclamation/City																							
52	DONNELLY CG	REC	Reclamation/City																							
53	TAMARACK FALLS FISHING BRIDGE	REC	Reclamation/USFS																							
54	ELO RD / FARM-TO-MARKET: OSPREY NEST	NAT																								
55	BOULDER CREEK DAY USE	REC	Reclamation/IDPR																							
FARM TO MARKET/ELO ROAD (Milemarker 128.93-141.986)																										
56	ELO / FARM-TO-MARKET RD: DONNELEY	SCENIC	County																							
57	ELO RD / FARM-TO-MARKET: ROSEBERRY TOWNSITE	HIST	Private																							
58	ACCESS RAINBOW POINT DONNELLY BOAT CG	ACCESS																								
59	ELO RD / FARM-TO-MARKET: FINNISH CEMETARY CHURCH	HIST	Private																							
60	ELO RD / FARM-TO-MARKET	SCENIC	County																							
61	MCCALL AREA (Milemarker 138.244-147.307)																									
62	OLD MCCALL JAIL	HIST	City																							
63	PONDEROSA STATE PARK	REC	STATE																							
64	LEGACY PARK / ART ROBERTS PARK - MCCALL	REC	Private																							
65	MCCALL DISTRICT OFFICE PAYETTE FOREST	INFO	USFS																							
66	MUSEUM CENTRAL IDAHO CULTURAL CENTER	INFO	City																							
67	ROTARY PARK	REC	City																							
68	MCCALL FISH HATCHERY	NAT	USFS																							
69	PAYETTE RIVER HEADWATER	REC																								
70	ACCESS N PAYETTE LAKE WARREN WAGON ROAD	ACCESS																								
	LITTLE SKI HILL	NON-PROF/HIST	7 Olympians																							
71	ADAMS COUNTY/Meadows Valley (Milemarker 147.30-156.52)																									
72	WEST FACE PARKING TRAILHEAD	REC																								
73	BRUNDAGE MOUNTAIN LOOKOUT ROAD	REC/SCENIC																								
74	LAST CHANCE CG	REC	USFS																							
75	MEADOWS VALLEY CEMETARY	HIST																								
76	SNOWMOBILE PARKING	REC																								
77	PACKER JOHNS CABIN CG	REC	County																							
78	EXISTING SCENIC BYWAY MAPBOARD	INFO																								
79	MEADOWS SCHOOL	HIST	Private																							
80	NEW MEADOWS NORTH PAYETTE NATIONAL FOREST OFFICE	INFO	USFS																							
81	NEW MEADOWS IOOF HALL	HIST																								
82	NEW MEADOWS TRAIN DEPOT	HIST																								
83	NEW MEADOWS PARK	REC	City																							
84	HARTLAND INN	HIST	Private																							
85	NEW MEADOWS UNITED METHODIST CHURCH	HIST	Private																							
86	NEW MEADOWS INFORMATION CENTER	INFO	City																							
87	BEAUMONT SCHOOL	HIST																								
88	45TH PARALLEL KIOSK	INFO																								
89	MEADOW CREEK GOLF COURSE	REC	Private																							
90	ZIMS HOT SPRINGS	REC	Private																							
91	HALL RANCH	HIST	Private																							

Table 7-1			
HEALTH AND SAFETY ISSUES			
Issue	Agency Responsible	Mitigation	Input Still Needed
Safe Access to Recreation	Idaho Transportation Department, USFS, State Department of Lands, BOR	Access to recreation sites is included in Transportation Project list. Projects include turn lanes, better sight distances, and pullouts.	NEED ADDITIONAL INFORMATION FROM OTHER AGENCIES. Signage issues need to be more fully examined.
Sanitation	Central District Health, BLM, State Dept. of Lands, BOR, USFS, cities and counties.	Let public know where restroom facilities are located. These are identified on Comp. POI chart. Also, McCall projects and Horseshoe Bend include plans for restroom rehab.	Need more input regarding what sanitation needs are not mitigated.
Fire Hazard	All Public Land Agencies	Restrict open fires to established campgrounds with concrete or metal fire pits. Post signs at areas to inform users of restrictions.	

Table 7-2			
PUBLIC AWARENESS			
Issue	Agency Responsible	Mitigation	Input Still Needed
Better Signage	ITD, USFS, BOR, State Dept. of Lands	This CMP provides from some signage recommendations. Plans are outlined for interpretive signage only.	Need to re-examine signage issue with appropriate agencies.
Interpretation	Scenic Byway Advisory Council in conjunction with public land agencies.	Interpretative plans are outlined in Chapter VI.	
Brochure	Scenic Byway Advisory Council in conjunction with public land agencies.	The Payette River Scenic Byway brochure will include information on recreation. The brochure will highlight recreation opportunities and amenities.	

Table 8-1

**Payette River Scenic Byway
Proposed Transportation Projects**

1 = Top Priority

2 = Second Priority

3 = Third Priority

ITD = Projects already included in the Idaho Transportation Department's statewide improvement plan

TS = Projects recommended by the Transportation Subcommittee

MILE MARKER	TYPE	RECOMMENDING GROUP	DESCRIPTION	YEAR*	PRIORITY
47.144	Traffic Light	TS	Traffic light at intersection.		3
50.500	Passing Lane	TS	Passing lane starting up hill. Widen to the upper end of the canyon to provide a full-length passing lane.		3
51.500	No Passing Lane	TS	Lengthen "No Passing Lane."		3
56.500	Lane	TS	Lengthen southbound second lane after hill.		3
63.600	Bridge	ITD	Payette River Bridge Rehabilitation	2003	1
63.647	Widening	ITD	Payette River Bridge to Main Street: major widening.	Preliminary	1
64.373	Traffic Light	TS	Traffic light for emergency and visitor traffic entering and exiting highway.	Recommend time with widening project.	2
65.000	Passing Lane	TS	Four lanes or passing lanes.		2
65.380	Safety	ITD	Port of entry improvement.	2004	2
65.900	Turn Lane	TS	Turn lane north and south at Mill Pond (fishing pond).		
67.000	Turn Lane	TS	Turn lane for Porter Creek Road, north and south bound and a better line of site for the intersection.		2
68.500	Passing Lane	ITD	North bound passing lane, south of Gardena--major widening.	2003	2
69.000	Turn Lane	TS	Gardena turning area needs improved vertical alignment for sight distance and some turn lanes.		1
71.220	Guardrail	ITD	Beehive Bend, install metal guardrail.	2002	---
71.500	Turnout	TS	Recreation turn out is dangerous. Needs better sight distances, wider road width and longer turnout.		1
74.000	Passing Lane	TS	Passing lane is too short.		3

* Currently programmed in the Idaho Transportation Department's FY 2001-2005 State Transportation Improvement Plan (STIP).

MILE MARKER	TYPE	RECOMMENDING GROUP	DESCRIPTION	YEAR*	PRIORITY
75.800	Passing Lane	ITD/TS	Banks passing lanes project.	2002	2
78.800	Junction	TS	Junction with Highway 17. Needs to be made safer and more user friendly. Turn land for south bound Traffic		1
80.600	Safety	TS	Trim rock that hangs out on turn.		3
82.000	Widening/ Resurfacing	ITD/TS	Silver Bridge to Boise National Forest Boundary. Major widening and resurfacing.	2002	1
82.100	Safety	TS	The super on the northbound right hand lane is too flat.		3
89.800	Passing Lane	TS	Need passing land at Big Eddy Campground.		3
91.410	Guardrail	ITD	Install guardrail at Boise National Forest, northbound.	2002	3
94.850	Alternate Route	ITD	Smith's Ferry to Round Valley, Relocation	2003	1
96.800	Turn Lane	TS	Turn lane at Wellington Park.		2
99.850	Bridge	ITD	Rainbow Bridge Historical Preservation.	2003	3
100.190	Guardrail	ITD	Install metal guardrail near PR, RR Bridge.	2002	3
100.346	Guardrail	ITD	Install metal guardrail at Round Valley Creek Bridge.	2002	3
100.730	Guardrail	ITD	Install metal guardrail south of Round Valley Road.	2002	3
101.840	Interpretive	ITD/TS	Round Valley Rest Area and Interpretive Center	2005	1
101.890	Passing Lane	ITD/TS	Round Valley passing lane project.	2001	2
105.000	Passing Lane	TS	Lengthen southbound passing lane.		3
106.900	Resurfacing	ITD	Resurfacing Clear Creek to Payette River Bridge.	2001	3
111.000	Passing Lane	ITD/TS	Passing lanes and major widening, south of Cascade.	Preliminary	---
113.842	Bridge	TS	Widen North Fork Payette River Bridge		2
115.890	Bridge	ITD	North Fork Payette River Bridge rehabilitation.	Preliminary	3
115.900	Widening	TS	Four lanes to the bottom of Little Donner.		2
115.900	Widening	ITD/TS	Passing lanes and major widening, north of Cascade.	Preliminary	2
116.000	Intersection	TS	Improve intersection with Warm Lake Highway.		1
121.900	Turn Lane	TS	Sportsman's turn off at Stonebreaker Lane to Sugar Loaf Campground, 1.6 miles west.		2

MILE MARKER	TYPE	RECOMMENDING GROUP	DESCRIPTION	YEAR**	PRIORITY
123.000	Passing Lane	ITD/TS	Passing lanes and major widening, south of Donnelly.	Preliminary	2
126.000	Turn Bays	TS	Need turn bays for the truck traffic to and from the gravel pit.		1
128.900	Intersection	TS	SISCRA and Farm-to-Market Road have a lot of traffic turning. Accommodate Market Road Day Use Area.		3
130.500	Intersection	TS	Make intersection with Old State Highway safer.		1
130.500	Widening	TS	Four lanes planned to Donnelly.		2
131.300	Turn Lane	TS	Need middle turn lane for West Roseberry and Tamarack Falls Recreation Area.		1
134.300	Alignment	TS	Improve horizontal and vertical alignment through the dip.		1
138.455	Turn Lanes	TS	Turn lanes north and south for Lake Fork Road.		1
139.100	Alignment	TS	Improve vertical alignment and sight distances through the top by the pond.		3
140.200	Alternate Route	ITD	McCall Alternate Route, Stage 1.	Preliminary	1
140.483	Turn Lane	TS	Turn Lane at Johnson Lane.		2
140.500	Intersection	TS	Design into Alternate Route a safe intersection.		1
141.986	Turn Lane	TS	Turn lane north and south at Elo Road.		1
142.000	Interpretive	ITD	McCall Interpretive Center Development		---
143.870	Turn Bay	ITD/TS	Northbound turn lane at Park Street in McCall	2002	2
145.000	Widening	TS	Widen to three lanes with a turn lane from MP 145-147.		3
147.600	Left Turn	TS	Left turn at Payette Lakes Ski Area.		2
148.500	???	TS	Bear Creek lodge on West Side.		3
149.000	Turn Bay	ITD/TS	Turn Bay at Brundage Mountain.	2002	2
149.589	Turn Lane	TS	Left turn lane for southbound traffic into Goose Lake Road and Brundage Mountain Ski Area.		2

Figure 9-1
Phase I: Two-Year Promotional Plan

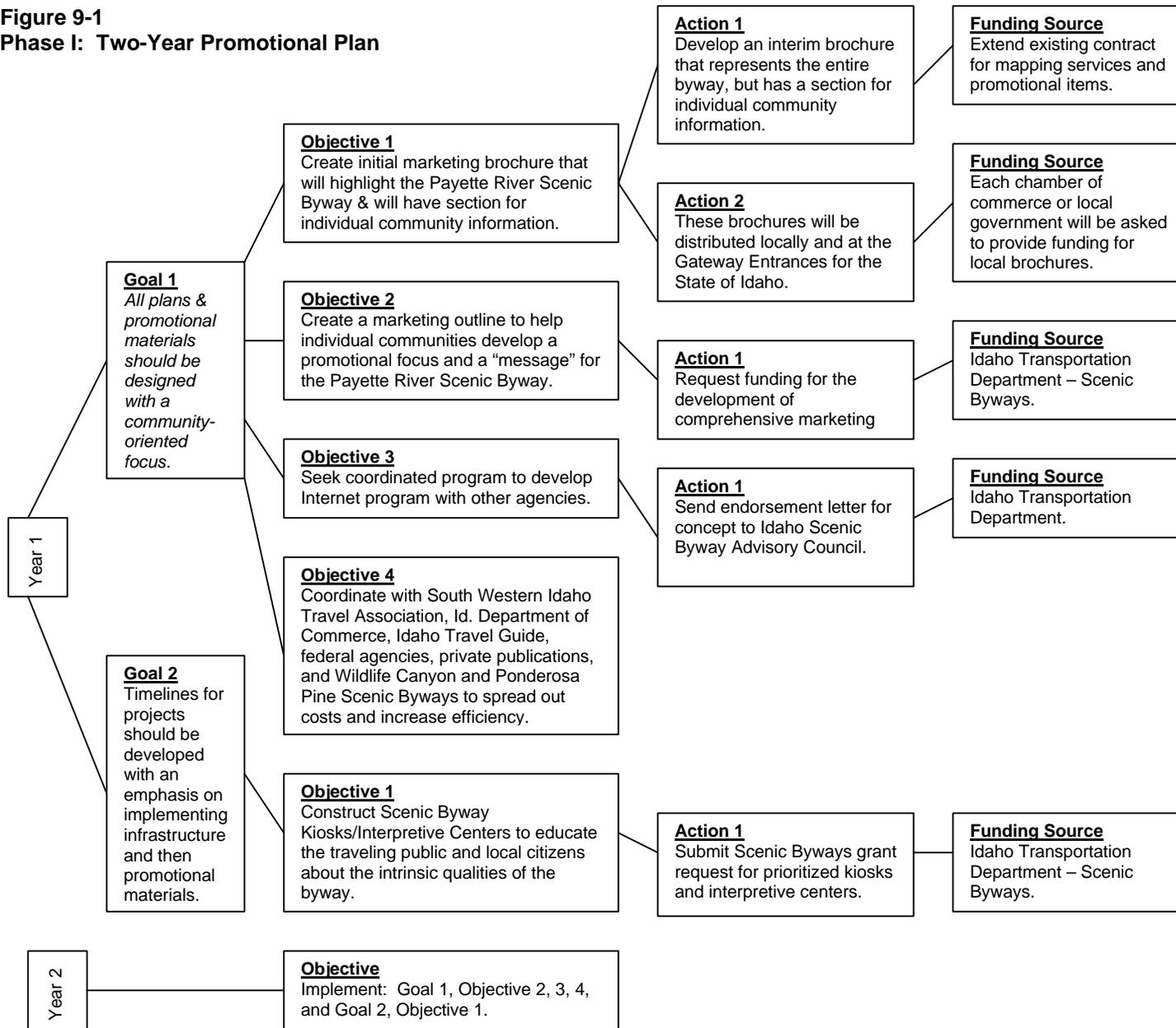
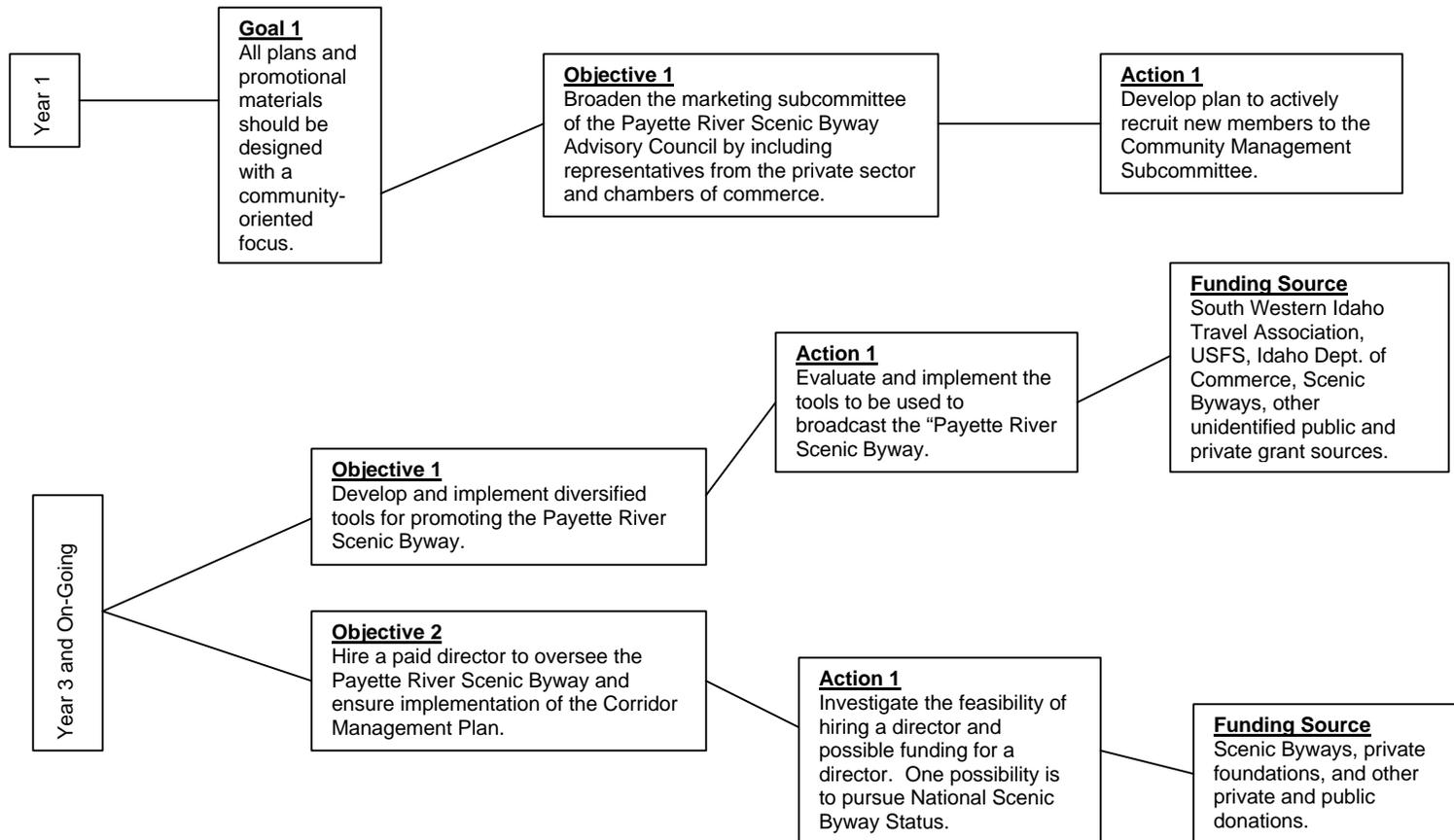


Figure 9-2
Phase II: Long Term Promotional Plan (3-10 Years)



APPENDIX C

Transportation Information

APPENDIX D

Website Application

PAYETTE RIVER SCENIC BYWAY PROJECT

A CONCEPTUAL WEB APPLICATION

THE PROGRAM

GOALS

- 1) Actively promote the Scenic Byway Identity
- 2) Create cooperative promotion programs for the Byway to attract tourists
- 3) Develop education tools
- 4) Encourage community events
- 5) Create a system to engage citizens in planning efforts
- 6) Identify ways to improve Byway quality and safety

THE APPLICATION

The web application will be based on 4 areas:

- **Resources**
- **Recreation**
- **Economic Enhancement**
- **Project Updates/Roadway Information**

RESOURCES – PROTECTION OF THE RESOURCES FOUND ALONG THE SCENIC BYWAY THROUGH EDUCATION

- ArcIMPS application – Allows GIS functionality in an Internet application.
- Allows viewers to zoom, display, query and print map based resource information at user specified scales.
- Excellent opportunity for schools
- Promote protection of resources

RECREATION – PROVIDES THE PUBLIC WITH THE RECREATION OPPORTUNITIES FOUND ALONG THE CORRIDOR

- ArcIMS application – GIS functionality in an Internet application.
- Allows viewers to zoom, display, query and print map based resource information at user specified scales.
- Excellent opportunity for those new to the areas
- Promote responsible use of Idaho's resources for recreation purposes
- Provide users with safety information and emergency contact information

ECONOMIC DEVELOPMENT – PROVIDE THE PUBLIC WITH UPCOMING EVEN INFORMATION, WHERE IT IS OCCURING, AND CONTACTS

- Calendar of events
- Graphical display of events for an upcoming week
- Inexpensive way for communities to promote upcoming events
- Provide maps to the event, and event information
- Provide links to motels, restaurants and campground information
- Provide links to each chamber of commerce
- Develop community awareness

PROJECT UPDATES/INFORMATION – PROVIDE THE PUBLIC ABOUT CURRENT AND UPCOMING PROJECTS ALONG THE CORRIDOR.

- Post construction location (with maps), construction times and anticipated delays
- Provide the public with alternative travel times to miss construction
- Include snow/road reports
- Display construction photography
- Provide links to past, current and future planning documents
- Allow public comment through email
- Provide project updates

QUESTIONS

- 1) **Who will maintain this site once completed?** – ITD or an independent with a 1, 2 or 5-year contract could maintain the core site. Other links would be maintained at the local level. For instance, a link to McCall would be maintained by the McCall Chamber of Commerce.
- 2) **Who will pay to maintain this site?** – Since the site will benefit Federal, State, County and local governments, the site could be co-funded between agencies.
- 3) **How much is this going to cost?** – Since this is still in concept stage, it is difficult to determine a cost. However, preliminary figures show the site could be up and running with all core functionality for about \$50,000.
- 4) **What is ArcIMS?** – ArcIMS provides the foundation for disseminating high-end geographic information systems (GIS) and mapping services via the Internet. ArcIMS is the only software that enables users to integrate local data sources with Internet data sources for display, query, and analysis in an easy-to-use Web browser.

APPENDIX E

*Payette River Scenic Byway
Advisory Council's
Rules of Operation*

BYLAWS
for the
PAYETTE RIVER SCENIC BYWAY ADVISORY COUNCIL

INTRODUCTION

These Bylaws have been developed and approved to form the framework for an Advisory Council that will implement and maintain the Payette River Scenic Byway Corridor Management Plan in accordance with the Memorandum of Agreement (MOA) signed by the participating Government Entities.

ARTICLE I
STAFF

SECTION 1. Staff Support: Staff support will be in accordance with the Memorandum of Agreement (MOA) entered into between the Advisory Council and Sage Community Resources.

SECTION 2. Staff Duties: The Staff will manage the day-to-day operations (prepare & distribute meeting notices and agenda, take meeting minutes, prepare treasure &/or financial reports, etc.) of the Payette River Scenic Byway Corridor Management Plan's implementation, as set by the Advisory Council's directions, policies, and priorities.

SECTION 3. Filling Vacancies: Sage Community Resources will fill Staff vacancies in conciliation with the Advisory Council.

SECTION 4. Salaries: The IDA-ORE Planning and Development Corporation will define and pay the salaries paid to the staff involved with the Payette River Scenic Byway Corridor Management Plan implementation.

ARTICLE II
COUNCIL MEMBERS

SECTION 1. Members: An Advisory Council member is a volunteer, or employee, who represents their participating government entity.

SECTION 2. General Powers: The Advisory Council will identify direction, policies, and priorities for the implementation of the Payette River Scenic Byway Corridor Management Plan.

SECTION 3. Number of Members: The number of members of the Advisory Council shall be equal to the number of government entities that have signed the participating MOA.

SECTION 4. Membership: The Advisory Council shall be constituted of natural persons appointed by the government entities involved (1 each). The appointees will be responsible to coordinate information between the Advisory Council and the entity that they represent.

SECTION 5. Terms of Office: Each Member shall hold office for a term of three years, or until his or her successor is appointed and enters the office. The terms of office of the Members shall be staggered such that one-third of the Members is appointed each year.

SECTION 6. Participation: In the event a member of the Advisory Council fails to attend three (3) consecutive meetings, whether regular or special meetings, the Advisory Council may ask that the entity involved to appoint a replacement to participate until the present term expires.

ARTICLE III MEETINGS

SECTION 1. Regular Meetings: The initial meeting of the Advisory Council will be set when the MOA is signed by those government entities wishing to participate in the program. At the initial meeting, the Advisory Council will set an on-going/constant (monthly or quarterly) meeting day, time, and place for the purpose of conducting the business necessary to implementation of the Payette River Scenic Byway Corridor management Plan. Notice of a Regular Meeting shall be given in accordance with the State of Idaho's open meeting law (the notice, with an agenda, shall come from the previous meeting and posted at each participating entity's office).

SECTION 2. Special Meetings: Special meetings of the Advisory Council may be called by or at the request of the President or any two Members. The person or persons authorized to call special meeting or the Advisory Council will fix the date/day, time, and place for a special meeting. The notice and agenda will be in writing. The agenda of the Special Meeting must be identified. Notice of a Special Meeting shall be given in accordance with the State of Idaho's open meeting law (the notice, with an agenda, shall be, at least, twenty-four (24) hours before a meeting and posted at each participating entity's office).

SECTION 3. Quorum: A majority of the number of Members fixed by Section 3 of Article II hereof shall constitute a quorum for the transaction of business at any meeting of the Advisory Council.

SECTION 4. Manner of Acting: The act of the majority of the Members present at a meeting at which a quorum is present shall be the act of the Advisory Council.

SECTION 5. Proxy Voting: An entity may send a replacement representative, if necessary. To vote, a member or replacement must be present at the meeting.

ARTICLE IV OFFICERS

SECTION 1. Number: The officers of the Advisory Council shall be a President and a Vice-President, each of whom shall be elected by the Advisory Council. Such other officers and assistant officers as may be deemed necessary may be elected or appointed by the Advisory Council. A person may NOT hold more than one office at any time.

SECTION 2. Election, Term, Offices: The officers of the Advisory Council shall be elected by the Advisory Council every two years at the first meeting during an odd year. No officer shall hold an office for more than two consecutive terms. The officers and their duties shall be as follows:

A. President: The President shall preside at all meetings of the Advisory Council and shall perform such other duties as may be assigned to him by action of the Advisory Council.

B. Vice-President: In the event of the absence of the President, or his inability to act, the Vice-President shall act in his stead.

SECTION 3. Filling Vacancies: If there is a vacancy in the office of President or Vice-President, the Advisory Council shall elect a replacement at its next meeting for the period of the unexpired term.

ARTICLE V
GRANTS, CONTRACTS, LOANS, CHECKS AND DEPOSITS

SECTION 1. Grants: When the Advisory Council votes to recommend that a grant proposal(s) be submitted for consideration they will authorize the President to sign a letter of recommendation to be sent to the appropriate entity for their signature and the forwarding of the submittal. The Vice-President shall be authorized to sign when the President is not able to do so.

SECTION 2. Contracts: When the Advisory Council votes to recommend that a contract be interred into to accomplish a project they will authorize the President to sign a letter of recommendation to be sent to the appropriate entity for their signature to accept and inter into the contract. The Vice-President shall be authorized to sign when the President is not able to do so.

SECTION 3. Loans: NO loans shall be contracted on behalf of the Advisory Council and no evidences of indebtedness shall be issued in its name. All loans will go through the IDA-ORE Corporation or the entity involved in a specific project.

SECTION 4. Checks, Drafts, Etc.: NO checks, drafts, or other orders for the payment of money, notes, or other evidences of indebtedness shall be issued in the name of the Advisory Council. All checks, drafts, of other orders for payment will come from the IDA-ORE Corporation or the entity involved in a specific project.

SECTION 5. Deposits: All funds needing to be deposited will be handled by the IDA-ORE Corporation or the entity involved in a specific project.

ARTICLE VI
AMENDMENTS

These Bylaws may be altered, amended or repealed by the Advisory Council at any regular meeting, provided that notice of said proposed amendment(s) shall be provided to each member, in writing, at the previous meeting of the Advisory Council.

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APPENDIX F

Letters of Support